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ELDERLY AND DISABLED DRIVERS LICENSING PROCEDURES

TECHNICAL MEMORANDUM

Prepared for

TRANSPORTATION DEVELOPMENT CENTRE

POLICY AND COORDINATION GROUP

TRANSPORT CANADA

Rutenberg Design Inc.
MANOP Services Ltd.

March 1990

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16. Abstract

This report presents the results of a survey to review licensing procedures for elderly and disabled drivers in all provinces of Canada. The purpose was to identify, by province and territory, any barriers or constraints within driver evaluation, training, and licensing procedures which could prevent elderly and disabled persons from obtaining the necessary assistance to qualify for a license to operate a private motor vehicle.

The consultants developed a telephone survey strategy to collect data and to synthesize and evaluate the responses. The review found that provincial and territorial licensing agencies, with the exception of the province of Ontario, do not apply age-based re-examination. Although evidence of medical fitness is generally required from older seniors and persons with obvious disabilities, the licensing agencies appear to take great care not to discriminate in their application of driver examination procedures. The standard procedure of involving physicians, rehabilitation agencies and driver educators appears to render satisfactory results in most Canadian cities.

A number of recommendations were voiced by the rehabilitation agencies, such as the need for standardizing evaluation and training programs, provision of standardized interactive automobile simulators, and mobile evaluation clinics.

It is recommended that these problems be addressed by federal and provincial agencies in future development programs.

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16. Résumé

Ce rapport rend compte d'une étude portant sur les processus d'attribution des permis de conduire aux personnes âgées ou handicapées dans les diverses régions du Canada. Le but de cette étude était d'établir, pour chaque province ou territoire, si le processus d'évaluation et de formation des conducteurs, et d'attribution des permis de conduire, comportait des obstacles ou contraintes susceptibles d'empêcher les personnes âgées ou handicapées d'obtenir l'aide nécessaire à l'obtention d'un permis de conduire une voiture particulière.

Aux fins de cette étude, les consultants ont élaboré une stratégie d'enquête téléphonique permettant de rationaliser la collecte des données ainsi que la synthèse et l'évaluation des réponses. L'enquête a révélé que les organismes provinciaux et territoriaux chargés de délivrer les permis de conduire (excepté en Ontario) ne pratiquent pas de politique de réexamen basé sur l'âge. Bien qu'ils demandent habituellement aux personnes âgées et à celles qui ont un handicap visible de produire un certificat médical, les organismes délivrant les permis semblent être extrêmement soucieux d'éviter toute mesure discriminatoire dans l'application du processus d'examen des conducteurs. La procédure courante faisant intervenir les médecins, les organismes de réadaptation et les écoles de conduite, semble donner de bons résultats dans la plupart des villes canadiennes.

Les organismes de réadaptation consultés ont formulé un certain nombre de recommandations, notamment l'uniformisation des programmes de formation et d'évaluation, l'implantation de simulateurs de conduite interactifs standard et la création de services d'évaluation mobile.

Il est recommandé aux organismes fédéraux et provinciaux concernés de s'attaquer aux problèmes soulevés dans leurs futurs programmes de développement.

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SUMMARY

The purpose of this study was to identify (by province and territory) any barriers or constraints within driver evaluation, training, and licensing procedures which could prevent elderly and disabled persons from obtaining the necessary assistance to qualify for a licence to operate a private motor vehicle. This review was carried out by Rutenberg Design Inc. and MANOP Services Ltd. The consultants developed a survey strategy to collect data and to synthesize and evaluate the responses. Telephone interviews were chosen as the most effective means for the collection of qualitative information. Each provincial motor vehicle agency in Canada was contacted to determine the procedures followed for both renewal and first time application for a driver's licence by elderly and disabled persons. At the same time, other institutions, such as rehabilitation centres and driving schools were interviewed to determine their contribution to the process of assessing the abilities and needs of drivers with disabilities and helping disabled drivers regain their driving skills.

Conclusions

The review found that provincial and territorial licensing agencies, with the exception of the province of Ontario, do not apply age-based re-examination. Although evidence of medical fitness is generally required from older seniors and persons with obvious disabilities, the licensing agencies appear to take great care not to discriminate in their application of driver examination procedures. The standard procedure of involving physicians, rehabilitation agencies and driver educators appears to render satisfactory results in most major Canadian cities. Some provinces and the two territories reported very low demands upon their licensing agencies. Other provincial agencies indicate that funding constraints are causing backlogs in driver evaluations.

Driver training costs can be high for those not referred by insurers or industrial institutions, but in several provinces non-profit associations and institutions provide funding assistance for such cases. The Province of Alberta has a unique method of funding the assessment and training of drivers with disabilities through the provincial medicare program.

The following table presents a synthesis of the major features of the provincial and territorial licensing procedures, including: the availability of driver evaluations and training; the age at which medical evidence of fitness to drive is required; and unique features of each jurisdiction. A detailed description of the licensing procedures for each province is included in the report. There are two features that apply to all jurisdictions:

* The only standards which have been adopted uniformly across the country are for a minimum level of visual acuity (20/40 in one eye, aided or unaided, for a licence to drive automobiles or light trucks). A restricted licence may be obtained by an applicant with visual acuity of not less than 20/60 in one eye, aided or unaided.

* All licensing agencies require the application of medical standards to evaluate drivers of any age, where disabilities may be contributing to poor driving habits. The need for such evaluations often becomes apparent from sources such as accident records, complaint files, and police reports.

Recommendations

The professional staff of many of the rehabilitation agencies contacted were of the opinion that they could provide a more efficient service, if the following improvements were made:

* provision of dual control adapted training vehicles;
* standardization of evaluation and training programs;
* provision of up-to-date technical equipment;
* provision of a comprehensive automobile simulator;
* the convening of an annual forum in which the service providers could share information on technology and programs;
* mobile evaluation units for rural areas, since there is usually a concentration of evaluation and training facilities only in large cities which often results in costly travel and long waiting periods.

The consultants are of the opinion that the Transportation Development Centre could play an important role in the convening of a national forum of service providers to review technical needs with an objective of greater standardization and consumer access.

SYNTHESIS OF LICENSING PROGRAMS AND POLICIES FOR DRIVERS WITH A DISABILITY BY JURISDICTION

Province or Territory	Disabled Driver Evaluation	Disabled Driver Training	Medical Required	Unique Features and Needs
Alberta	Yes	Yes	Age 80, 82	(1)(3)
British Columbia	Yes	Yes	Age 75, 80, 82	(2)
Manitoba	Yes	No	Discretionary	(2)(4)(5)(12)
New Brunswick	Yes	Yes	Discretionary	(1)(6)(7)
Newfoundland and Labrador	No	No	Age 70, 72	(1)(5)(7)(11)
Northwest Territories	No	No	Age 70, 72	(1)(5)(8)(11)
Nova Scotia	Yes	Yes	Discretionary	(1)
Ontario	Yes	Yes	Age 80, 81	(2)(9)
Prince Edward Island	Yes	Yes	Discretionary	(2)
Quebec	Yes	Yes	Age 70, 72	(1)(10)(12)
Saskatchewan	Yes	Yes	Discretionary	(1)(10)
Yukon	Yes	No	Age 70, 72	(1)(5)

(1) Legal responsibility for reporting disabilities rests with the individual.
(2) Legal responsibility for reporting disabilities rests with the medical profession.
(3) Driver training costs are covered by Alberta Health Care Insurance.
(4) All programs are seriously underfunded.
(5) No converted vehicles or simulators available for training.
(6) Lifetime driver's licence issued.
(7) Vision tests may be insufficient.
(8) Driver evaluations are referred to an Edmonton facility.
(9) Compulsory re-examination at age 80.
(10) Public insurance agencies involved in process.
(11) Annual medical required from age 80.
(12) Renewal applicants need not appear in person.

SOMMAIRE

Le but de cette étude était d'établir (pour chaque province et territoire) si les processus d'évaluation et de formation des conducteurs, ainsi que d'attribution des permis de conduire, implantés dans les diverses provinces et régions territoriales canadiennes, comportaient des obstacles ou contraintes susceptibles d'empêcher les personnes âgées ou handicapées d'obtenir l'aide nécessaire à l'obtention d'un permis de conduire une voiture particulière. Cette étude a été réalisée par les sociétés Rutenberg Design Inc. et MANOP Services Ltd. Les consultants ont d'abord élaboré une stratégie d'enquête téléphonique permettant de rationaliser la collecte des données, ainsi que la synthèse et l'évaluation des réponses, la méthode de l'interview téléphonique ayant été retenue comme étant le moyen le plus efficace de recueillir des données de qualité. Les consultants sont entrés en communication avec tous les organismes provinciaux d'attribution des permis de conduire afin de connaître leur politique concernant, d'une part, l'attribution d'un premier permis de conduire aux personnes âgées ou handicapées et, d'autre part, les demandes de renouvellement provenant de cette catégorie de personnes. Ils ont également consulté d'autres organismes, notamment des centres de réadaptation et des écoles de conduite, pour déterminer comment ceux-ci contribuent à évaluer les capacités et les besoins des conducteurs handicapés et, le cas échéant, à les aider à recouvrer leur capacité de conduire.

Conclusions

L'étude a révélé que les organismes provinciaux et territoriaux chargés de délivrer les permis de conduire (excepté en Ontario) ne pratiquent pas de politique de réexamen basé sur l'âge. Bien qu'ils demandent généralement aux conducteurs très âgés et aux personnes handicapées de produire un certificat médical, ces organismes semblent être extrêmement soucieux d'éviter toute mesure discriminatoire dans l'application du processus d'évaluation des conducteurs. La procédure courante faisant intervenir les médecins, les organismes de réadaptation et les écoles de conduite semble donner de bons résultats dans la plupart des grandes villes canadiennes. Il a été établi que les bureaux de délivrance des permis de conduire sont très peu occupés dans certaines provinces et dans les deux territoires, tandis que dans d'autres provinces, les compressions budgétaires font que les bureaux en question sont débordés.

L'étude a également révélé que le coût des cours de conduite peut s'avérer élevé pour quiconque ne bénéficie pas du soutien financier d'un régime d'assurances privé ou collectif, mais qu'il existe dans plusieurs provinces des programmes d'aide financière destinés à ces personnes. C'est ainsi que la province de l'Alberta a trouvé un moyen original de subventionner l'évaluation et la formation des conducteurs handicapés dans le cadre du régime gouvernemental d'assurance-maladie.

Le tableau suivant regroupe les principaux points qui caractérisent les processus d'attribution des permis de conduire dans les provinces et territoires du Canada: existence d'un programme d'évaluation et de formation des conducteurs; âge à partir duquel la production d'un certificat médical d'aptitude à la conduite automobile est requis; autres caractéristiques particulières à une province ou un territoire donnés. Le rapport donne aussi un compte rendu détaillé du processus d'attribution des permis de conduire établi dans chaque province.

(7) Examens de la vue inadéquats.
(8) L'évaluation des conducteurs se fait à Edmonton.
(9) Réexamen obligatoire à l'âge de 80 ans.
(10) Le régime d'assurance gouvernemental participe au processus.
(11) Examen médical annuel exigé à partir de 80 ans.
(12) Les candidats qui soumettent une demande de renouvellement ne sont pas tenus de se présenter en personne.

On retrouve deux constantes à la grandeur du pays:

- Une cote minimale d'acuité visuelle de 20/40 pour un oeil, avec ou sans lunettes, pour l'attribution des permis de conduire des voitures ou des petits camions. Un permis restreint peut être délivré aux candidats ayant une cote d'acuité visuelle de 20/60 (pour un oeil), avec ou sans lunettes.

- Tous les organismes responsables de la délivrance des permis de conduire exigent, sans égard à l'âge, une évaluation médicale des conducteurs qui ont une ou plusieurs déficiences susceptibles d'être à l'origine de mauvaises habitudes de conduite. Les statistiques d'accidents, les plaintes reçues et les constats d'accidents tendent à confirmer le bien-fondé de cette politique.

Recommandations

Les spécialistes d'un grand nombre d'organismes de réadaptation consultés étaient d'avis qu'ils pourraient assurer un meilleur service s'ils disposaient des ressources suivantes:

- véhicules de formation adaptés à double commande;

- programmes d'évaluation et de formation uniformisés;

- matériel technique récent;

- simulateur de conduite perfectionné;

- forum annuel réunissant les spécialistes du domaine pour échanger sur les techniques et les programmes d'évaluation/formation existants;

- unités d'évaluation mobiles dans les régions rurales pour pallier la concentration des services d'évaluation et de formation dans les grands centres, concentration qui a souvent pour effet d'imposer aux personnes visées des frais de voyage substantiels et de longues périodes d'attente.

Les consultants sont d'avis que le Centre de développement des transports pourrait jouer un rôle important dans l'organisation d'un forum annuel réunissant les spécialistes dans ce domaine afin de discuter des techniques et des programmes d'évaluation/formation existants.

SYNTHESE DES PROGRAMMES ET POLITIQUES CONCERNANT L'ATTRIBUTION DE PERMIS DE CONDUIRE AUX PERSONNES HANDICAPEES

Province ou territoire	Programme d'évaluation des conducteurs handicapés	Programme de formation des conducteurs handicapés	Certificat médical	Caractéristiques et besoins spéciaux
Alberta	oui	oui	Exigé à 80, 82 ans	(1)(3)
Colombie-Britannique	oui	oui	Exigé à 75, 80, 82 ans	(2)
Manitoba	oui	non	Exigence discrétionnaire	(2)(4)(5)(12)
Nouveau-Brunswick	oui	oui	Exigence discrétionnaire	(1)(6)(7)
Terre-Neuve et Labrador	non	non	Exigé à 70, 72 ans	(1)(5)(7)(11)
Territoires du Nord-Ouest	non	non	Exigé à 70, 72 ans	(1)(5)(8)(11)
Nouvelle-Ecosse	oui	oui	Exigence discrétionnaire	(1)
Ontario	oui	oui	Exigé à 80, 81 ans	(2)(9)
Ile-du-Prince-Edouard	oui	oui	Exigence discrétionnaire	(2)
Québec	oui	oui	Exigé à 70, 72 ans	(1)(10)(12)
Saskatchewan	oui	oui	Exigence discrétionnaire	(1)(10)
Yukon	oui	non	Exigé à 70, 72 ans	(1)(5)

(1) La responsabilité légale de déclarer son handicap incombe au candidat.
(2) La responsabilité légale de déclarer le handicap incombe au médecin.
(3) Le coût des cours de conduite est assumé par le Programme d'assurance-santé de l'Alberta.
(4) Aucun des programmes n'est doté de fonds suffisants.
(5) Aucun véhicule adapté ou simulateur de conduite n'est disponible pour la formation des candidats au permis de conduire.
(6) Délivrance de permis de conduire à vie.

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1.0 INTRODUCTION

1.1 BACKGROUND

Canadians are living longer, are healthier and wish to and expect to drive their own cars as long as possible to satisfy their needs for mobility and independence. According to Statistics Canada, about 11% of the Canadian population are presently over 65. If current trends continue, the prediction is that by the year 2031, people over 65 could make up 27 percent of the population. Approximately 2.5 million people in Canada are either temporarily or permanently affected by a physical, cognitive or medical disability.

Operating a motor vehicle involves a complex integration of sensory, perceptual, motor and cognitive skills. Despite medical advances and technological progress there is a natural diminishing of physical, sensory and mental capabilities as a result of aging which impacts on the ability to drive.

Medical researchers believe that the effects of aging may begin to impact on driving ability as early as age 55. This is the motivation for the popular "55 Alive" driver re-training programs. For most persons, the effects of aging or a physical handicap need not preclude driving - with special training or modifications, including vehicle aids, many disabled persons can safely operate private motor vehicles.

The purpose of the review was to identify (by province) any barriers or constraints within driver assessment, training, and licensing procedures which could prevent elderly and disabled persons from obtaining the necessary assistance to qualify for a licence to operate a private motor vehicle.

1.2 PROJECT OBJECTIVES

The specific objectives of this review were:

* to describe the provincial licensing process for the renewal and first time application for driver's licences by the elderly and disabled, and to determine if the responsible agencies are satisfied with the process;
* to review how the various rehabilitation agencies and driving schools contribute to the process of helping temporarily or permanently disabled drivers to regain their driving skills;

- to find out how, where and when a physical, sensory or mental disability is detected may which require driver evaluation and training, and adaptation of vehicles, new equipment, or new driving methods;
- to discover and present solutions, used by some provinces, which seem more reliable than others.

1.3 ORGANIZATION OF THE REPORT

Section 2.0 of the report describes the review methodology. Section 3.0 presents individual data for each province and Section 4.0 presents the conclusions and recommendations. Data collection formats and a list of agency contacts are included in the Appendix sections of the report.

2.0 REVIEW METHODOLOGY

2.1 DEVELOPMENT OF QUESTIONNAIRE

Before determining the appropriate questions, the authors assessed relevant documents describing licence requirements for elderly and disabled drivers in Canada, the US and Europe. The documents included, for example, "Rehabilitation", "The Insurance Policy for All Quebecers", "British Columbia's Safe Driving Guide", "Canadian Driver Licence Information Manual 1986", "Federal Highway Administration, 1986", and "Vehicle and Adaptive Aids for Elderly and Disabled Drivers (TP 6895 E)". They also reviewed documents relating to similar issues in the US : "Older drivers in the United States and Canada: Regulations and Programs of State and Provincial Motor Vehicle Agencies, 1988" and in Britain: "Motoring and Mobility for Disabled People, 1988", and proceedings of conferences and workshops, e.g. "Twelfth Annual Conference, Association of Driver Educators for the Disabled, 1988".

After analyzing similar surveys for response times and follow-ups and considering the time constraints, the authors decided not to use a mail questionnaire. Since the nature of this survey also seemed to be more descriptive than quantitative, it was concluded that a telephone interview based on a questionnaire structure would provide better results from the people directly involved in the process. Test interviews confirmed these assumptions and, after some minor changes, the interviews were conducted with each provincial representative. Sample questionnaire formats used are shown in Appendix A of the report. The telephone questionnaire covered four main areas: (1) the identification process and the licensing procedure, (2) legal responsibilities and financial assistance, (3) liaison with rehabilitation agencies and driving schools, and (4) comments for improvements and recommendations. The questions posed to the rehabilitation agencies dealt with three areas: (1) the evaluation process such as test methods and equipment, (2) the training aspect with or without the liaison with driving schools, and (3) recommendations for improvements. A list of agency contacts is included in Appendix B of the report.

The question and response format for the interviews was a combination of the following:

* open-ended questions for descriptive answers and comments;
* "yes", "no" answers for a list of alternatives;
* filter questions to elicit more complete responses.

The authors were seeking descriptive information more than quantitative information. The interview format was intended to allow for an interactive dialogue on the subject more than a simple"yes" or "no", and to encourage qualitative reporting.

2.2 DATA COLLECTION

All provincial licensing agencies and the major rehabilitation agencies were contacted for each province in Canada. It was clear from the first round test of the telephone interview that in all provinces the rehabilitation agencies were the ones dominantly involved in the assessment and training of disabled drivers. The authors made every effort to contact the most knowledgable person who would actually be involved in the process or have the relevant knowledge of such procedure.

In all cases responses were given with a most cooperative attitude. Usually a first round of interviews was conducted with follow-ups for more details. In provinces where there is a more formal and regular liaison between the licensing agency and the rehabilitation agency, because of demand or because of the law, agencies would refer directly to the person(s) involved.

2.3 RESULTS

The results, as presented in the following pages for each province or territory, in alphabetical order, represent an interpretation of the local situation by the contacted agencies and individuals. While no efforts were made to independently verify the validity of such information with consumer agencies, agreement on the processes between the licensing agencies and the rehabilitative agencies confirmed the validity of the data. It should also be noted that the training and rehabilitation agencies are in closer contact with the consumers than the government licensing agencies, and often perform an advocacy role.

3.0 PROVINCIAL LICENSING PROCEDURES

Driver licensing in Canada comes under provincial jurisdiction and each province or territory has different regulations. At the present time, the only standards which have been adopted uniformly across the country are for a minimum level of visual acuity (20/40 in one eye, aided or unaided, for a licence to drive automobiles or light trucks) and of field of vision (120 degrees total nasal and temporal). A restricted licence may be obtained by an applicant with visual acuity of not less than 20/60 in one eye, aided or unaided. This licence restricts driving to daylight hours and to a particular jurisdiction.

3.1 ALBERTA

3.1.1 Licensing Agency and Requirements

Motor vehicle operators' licences are issued by the Registrar of Motor Vehicles in the Licensing Branch, Motor Vehicles Division of the Solicitor General's Department. Regulations governing training programs and the issuing of driver's licences are developed by the Motor Safety Branch of Alberta Transportation.

All drivers' tests for licensing are carried out by Driver Examiners in the Motor Vehicles Division. In most instances where a disability exists, a medical examination is required by the Motor Vehicles Division before the licence is validated. Licences are normally issued for a five-year period.

A medical is required at two-year intervals from age 70 and yearly after age 80. A complete examination or portions thereof may be requested if medical documentation or a complaint of poor driving habits from the police indicate a need. Based on the result of the medical examination, a Driver Examiner may reduce the licence renewal period from five years to one or more years.

3.1.2 Initiation of Driver Evaluations

The assessment of a driver with a disability usually results from a referral by a physician or hospital. In such cases, drivers may be re-examined by the Motor Vehicles Division.

3.1.3 Legal Responsibilities

The Alberta Motor Vehicles Act requires that anyone who holds a valid operator's licence (any class) must report to the Alberta Solicitor General, Motor Vehicles Division, any disease or disability which may affect one's ability to drive. Drivers are advised that their insurance company should also be notified. The responsibility for reporting is therefore with the individual.

3.1.4 Suspensions and Appeals

A Driver Control Board was established by Order-in-Council in 1975 for the purpose of monitoring the province's motor vehicle operations, supervising driving habits and enforcing regulations if necessary. While the Board has a rehabilitative role, it has authority to suspend or revoke the driving privileges of motorists who ignore their responsibility and fail to maintain the standard of traffic safety in Alberta.

Operators are referred to the Board by the Minister, a judge, or the Registrar of Motor Vehicles, at which time they are ordered to appear before the Board in person. After due inquiry, the Board may suspend an operator's licence and prescribe any measure of remedial education or treatment as a condition for possession of an operator's licence.

3.1.5 The Driver Evaluation Process

The Glenrose Rehabilitation Hospital in Edmonton is the major source of assistance to disabled drivers. Under the auspices of the Occupational Therapy Department, Adult Rehabilitation Unit, the Glenrose Hospital provides assessment, counselling and training by an occupational therapist and Driving Instructor. The Glenrose Hospital is recognized by the Solicitor General as an accredited Driver Training School. Classroom theory may be arranged through the Alberta Safety Council or driving schools which offer the course and are accessible. New drivers may obtain a "trained driver" certificate after completing the classroom course and at least ten hours of behind the wheel training. This can be helpful in reducing insurance costs.

The program is open to new drivers as well as experienced drivers who can not currently drive in a conventional manner due to the limitations of a physical disability. Clients must sign a "consent form" before being admitted to the assessment and driver training programs. The consent form gives permission to the Glenrose Hospital to reveal the results of their assessment to the Registrar of Motor Vehicles.

A car with automatic transmission, power steering and brakes (courtesy of Edmonton Motors) and a van with low-effort steering and brakes specially adapted for the driver in a wheelchair (courtesy of the University of Alberta Hospital) are both used for assessment and training. Some special adaptations are commercially available; others are custom made by the driver training team.

The in-house phase of the assessment examines physical abilities, reaction times, visual perception and general road knowledge. Upon successful completion of this phase, the client's driving capabilities may be assessed in the training vehicle. Recommendations from the assessment findings will be discussed with the client on the same day. Driving lessons may also be arranged for with commercial driving schools when appropriate.

3.1.6 Financial Assistance

The Glenrose Driver Training Program is an approved treatment service for residents of Alberta under the Alberta Hospitalization Benefits Plan. Costs are covered by Alberta Health Care Insurance.

The program is available only through a doctor's referral. Any physician registered in Alberta may initiate an application. Referral forms are available from the Occupational Therapy Department.

3.1.7 Problems and Constraints

No major problems with either the evaluation or training programs for drivers with disabilities were reported. The Driving Instructor at the Glenrose Rehabilitation Hospital suggested that a Canadian branch of the Association of Driver Educators for the Disabled (ADED) would be valuable. (At present, many of the training staff of Canadian rehabilitation hospitals are members of ADED, which is based in Michigan, U.S.A., and which attracts European and Canadian members.) The training staff would like to participate in an annual forum in a Canadian context.

3.2 BRITISH COLUMBIA

3.2.1 Licensing Agency and Requirements

The privilege of driving in British Columbia is granted by the Superintendent of Motor Vehicles for the Motor Vehicle Department of the Ministry of the Solicitor General. There are six classes of driver's licences, ranging from the operation of any motor vehicle (Class 1) to motorcycles only (Class 6). Licences are granted for a period of five years. Licences for the operation of private motor vehicles, not exceeding 10,900 kg gross vehicle weight (Class 5), are granted to persons aged

sixteen or over. The minimum age for drivers of commercial passenger vehicles is 19 and for goods-carrying vehicles is 18. Persons moving to British Columbia from other areas of Canada are required to surrender their out-of-province licence and apply for a B.C. Driver's Licence within six months of permanent residency. An international permit is good for twelve months. The Superintendent of Motor Vehicles does not normally revoke driver's licences, but may require a driver to be re-examined. A medical is required at ages 75 and 80 and every two years thereafter. Vision screening, written tests or road tests may be required. In such cases, the Driver Examiner may:

* place a driving restriction on the driver's licence;
* require the driver to undertake further driver training before a licence is issued;
* refer the driver for vehicle driving adaptations.

The appropriate terminology for a disabled driver in B.C. is "a driver with a disability." It includes persons with physical, mental and physical/cognitive disabilities. An existing or potential operator of a motor vehicle may become classified as a driver with a disability under a variety of circumstances:

* as the result of a congenital dysfunction;
* as a result of a traffic accident;
* as a result of an industrial accident or disease;
* as a result of diminishing health and/or cognitive ability;
* as a result of a fall or other misadventure.

3.2.2 Initiation of Driver Evaluations

In B.C. there is no age at which drivers are automatically required to be re-examined. The determination of fitness to drive is based solely upon the evaluation process. For persons with disabilities who have never been licensed to drive, the evaluation process may begin when they apply for driver training or attempt to obtain a driver's licence. Persons from outside of British Columbia who have an existing driver's licence from another province are not always required to take a road examination. However, should a disability be evident when an application for a B.C. Driver's Licence is made, a Driver's Medical Examination and a road test may be requested. For persons who already possess a current B.C. Driver's Licence, an evaluation for driving ability may be triggered by:

* individuals who become concerned about their own ability to drive;
* a physician's examination;
* observations of a patient by the medical staff of a hospital or rehabilitative hospital;

REPORT OF A MEDICAL CONDITION

TO: SUPERINTENDENT OF MOTOR VEHICLES
MOTOR VEHICLE DEPARTMENT
DRIVER LICENCE DIVISION
VICTORIA, B.C. V8T 5A3

NAME: _____

ADDRESS: _____

POSTAL CODE: ☐☐☐ ☐☐☐

DATE OF BIRTH: | D | M | Y |

DRIVERS LICENCE No. (IF AVAILABLE) _____

THE PATIENT NAMED ABOVE:

☐ 1. Has a medical condition "which in my opinion makes it dangerous to the patient or to the public for the patient to drive a motor vehicle."

☐ 2. "Continues to drive a motor vehicle after being warned of the danger."

☐ 3. Should be required to have a complete Driver's Medical Examination.

☐ 4. Should be recalled by the Motor Vehicle Department for a complete road test.

☐ 5. Other: _____

PLEASE DESCRIBE THE MEDICAL CONDITION OF CONCERN TO YOU FULLY.

_____

_____

_____

_____

Name of Person Reporting: (please print) _____

Professional qualification: ☐ psychologist ☐ optometrist ☐ physician

Date: _____ 198 ___ Signature: _____

MOTOR VEHICLE ACT

221. Every legally qualified and registered psychologist, optometrist and medical practitioner shall report to the Superintendent the name, address and medical condition of a patient 16 years of age or over who

(a) in the opinion of the psychologist, optometrist or the medical practitioner has a medical condition that makes it dangerous to the patient or to the public for the patient to drive a motor vehicle; and

(b) continues to drive a motor vehicle after being warned of the danger by the psychologist, optometrist or the medical practitioner.

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* an application for the renewal of a driver's licence at five-year intervals;
* reports from family members, police, law courts and physicians.

3.2.3 Legal Responsibilities

Section 221 of the British Columbia Motor Vehicle Act requires that:

> Every legally qualified and registered psychologist, optometrist and medical practitioner shall report to the Superintendent the name, address and medical condition of a patient 16 years of age or over who
> (a) in the opinion of the psychologist, optometrist or the medical practitioner has a medical condition that makes it dangerous to the patient or to the public for the patient to drive a motor vehicle; and
> (b) continues to drive a motor vehicle after being warned of the danger by the psychologist, optometrist or the medical practitioner.

The above reports are referred to a physician (whose anonymity is ensured) retained by the government for advice in evaluating the need for re-examination of a driver (see form attached).

In addition, there is a requirement under the compulsory automobile insurance program to ensure that the motor vehicle being operated is properly equipped for the driver and that the driver is qualified to drive.

3.2.4 Suspensions and Appeals

Suspensions of driver's licences in B.C. are normally based only upon criminal offenses and accident history. There is no formal appeal process, however drivers may reapply once the suspension period is over.

3.2.5 The Driver Evaluation Process

The B.C. Medical Association in 1973 and 1982 published a "Guide for Physicians in Determining Fitness to Drive a Motor Vehicle." When driving ability is in question, driver evaluations are often carried out by an occupational therapist during a patient's recovery from an illness or accident at a hospital. These evaluations usually involve:

* perceptual testing;
* reaction time testing;
* physical motor function.

Evaluations are also undertaken by a family physician if an individual's driving ability becomes questionable. These evaluations may result in referrals to a rehabilitation agency if the physician is aware of the availability of such services.

In the case of first-time drivers with disabilities, an individual may be referred to a rehabilitation agency, for example, by a driving school, an employer or the issuing office for driver's licences.

In Vancouver, B.C., the G.F. Strong Rehabilitation Centre is the only government-endorsed training centre for drivers with disabilities. This agency:

* assesses an individual's ability to operate a motor vehicle;
* provides a non-stressful learning environment;
* prescribes remedial aids and prosthetic appliances;
* provides advice and assistance in the selection and adaptation of vehicles;
* provides liaison with the licensing agency; and
* acts as a consultant to government agencies and the community.

A Computerized Driver Assessment Module (CDAM) is used for evaluation rather than a driving simulator. CDAM provides an objective computer print-out. Classroom training is provided for drivers, who are then sent to a private driving school for road instruction. In Victoria, B.C., a similar service is provided by the Occupational Therapy Department of the Gorge Road Hospital. (The Gorge Road Hospital does not have CDAM.) Drivers who are injured as the result of an accident are often sent to the above rehabilitation agencies for evaluation and retraining.

The availability of road instruction is very limited in B.C. The approved driver school used by the G.F. Strong Rehabilitation Centre (Future Driving School) is a relatively new organization that emerged when the training of drivers with severe disabilities was discontinued by other driving schools.

3.2.6 Licensing Procedure

All applicants for a new driver's licence must attend a Motor Vehicle Department office for a written examination and a vision and hearing test. If there is any question about physical ability to drive, the applicant may be required to go to a physician for a Driver's Medical Examination. The report goes to a medical consultant in Victoria. The findings are sent to the Superintendent of Motor Vehicles, who makes the final decision as to whether or not a licence will be issued. All drivers who are reaching the age of 75 or older, and everyone applying for Class 1, 2, 3 or 4 licences, are required to submit a medical report.

Prospective drivers with known disabilities that are applying for a Class 5 driver's licence must:

* be evaluated for fitness to drive a motor vehicle;
* obtain classroom instruction or study on their own the B.C. Safe Driving Guide;
* qualify in examinations to obtain a Learner Driver's Licence (Learner Driver's Licence good for 180 days);
* obtain road instruction;
* be evaluated for driving ability by an approved agency;
* undergo a Driver's Medical Examination;
* obtain a suitably equipped vehicle for a road test;
* be examined by a government Driver Examiner. The examination includes:
  - a knowledge test, covering safe driving practices and the law;
  - a vision test, including colour vision, depth perception, diplopia (double vision), field of vision, and sharpness of vision;
  - a hearing test;
  - a test of knowledge of traffic signs;
  - an observation of the applicant's physical condition.

Upon successful completion of the road test, a restricted driver's licence may be issued for a five-year period. If the examiner is doubtful about an individual's future ability to drive, a temporary (90-day) licence subject to medical approval may be issued. Licences may be issued with driving restrictions such as:

* daylight hours only;
* not permitted to drive on freeways;
* wearing corrective lenses;
* driving with an approved hearing aid;
* fitted with an approved prosthesis and/or leg brace;
* vehicle equipped with an automatic transmission only;
* specified vehicle modifications;
* speed limits, e.g. 60 or 80 km/h maximums.

3.2.7 Financial Assistance

The following agencies provide financial assistance for the evaluation and training of drivers with disabilities:

* Insurance Corporation of British Columbia (in case of a disability resulting from a traffic accident);
* Workers Compensation Board (for a disability resulting from a job-related accident);

* Vocational Rehabilitation Services - Ministry of Advanced Education and Job Training (if eligible for the program).

3.2.8 Problems and Constraints

There are a number of problems with the existing process:

* There is a lack of awareness of the available assistive motor vehicle adaptive equipment or driver assessment and training programs, particularly among the elderly but also among the medical community. Such persons may discontinue driving due to lack of knowledge of the remedial aids and training that is available.
* Driver training for persons with disabilities is expensive. The G.F. Strong Rehabilitation Centre charges $600.00 for the initial classroom and road instruction package.
* In cases of MVA accidents, the various insurance programs may cover the cost.
* Young persons attempting to obtain their first licence, and persons not on social assistance programs, must pay the full cost themselves. They can apply to charitable foundations for sponsorship or financial assistance.
* Facilities are limited. There is a waiting list for persons needing driver training.
* Specialized driver training is not available outside the Lower Mainland. This adds to the cost of training for non-residents.
* Drivers may not admit to or be aware of disabilities. The five-year driver's licence renewal interval allows drivers whose fitness to drive has diminished to keep on driving until a compulsory medical examination (required at age 75, 80 and every two years thereafter) reveals a disability. The lack of knowledge of the available programs may be a factor in the concealment of disabilities.

3.3 MANITOBA

3.3.1 Licensing Agency and Requirements

Driver's licences for all persons are issued annually by the Division of Driver and Vehicle Licensing of the Department of Highways and Transportation under the authority of the Registrar of Motor Vehicles. The regulatory agency is the Highway Traffic Board as provided for in the Highway Traffic Act. The Division has a team of specialists who are involved in the Disabled Drivers' Assessment and Management Program (DAMP). The team includes an occupational therapist, Driver Examiner, Special Devices Engineer and a Supervisor of Medical Records.

Residents of Winnipeg renew their driver's licences at the Vehicle Licensing Office. In other communities, agents for the Manitoba Public Insurance Corporation can issue licences. First-time applicants for a "Class 7" driver's licence and existing

drivers may be referred to a physician if an obvious disability exists. Medical records for disabled drivers are maintained by the Licensing Division. The Supervisor of Medical Records initiates, monitors and processes all action related to disabled drivers, including suspension of licences, requests for medical reports and driver assessments. Re-examination may be required if there is accident involvement, a medical problem or if police reports indicate a need.

3.3.2 Initiation of Driver Evaluations

Driver evaluations are usually initiated by physicians and hospitals. Occasionally, the licensing agency will request a medical evaluation which results in a driver assessment. No formal process exists for direct referrals to a rehabilitation hospital.

3.3.3 Legal Responsibilities

There is a requirement in the Highway Traffic Act for physicians, medical practitioners and optometrists to report disabilities to the Registrar of Motor Vehicles. A questionnaire on the back of the driver's licence renewal/application form requests information on changes in the physical and/or medical condition of the driver. Because licences do not have to be renewed in person, the responsibility for fitness to driver a motor vehicle rests primarily with the individual.

3.3.4 Suspensions and Appeals

Appeals are heard by the Drivers' Licences Suspension Appeal Board. The Board's jurisdiction also encompasses court suspensions when authorized by that court. The Board imposes restrictions on licences where remission is granted and full remission is authorized in special circumstances only. The Licence Suspension Appeal Board decisions are final.

3.3.5 The Driver Evaluation Process

Evaluations of disabled drivers are undertaken by occupational therapists within the Occupational Therapy Department of the Rehabilitation Hospital in Winnipeg. No driver training is provided. Disabled drivers are given advice on equipment only and referred to commercial driver training schools. Assessment and/or driver training in a hand-controlled vehicle is only possible if the applicant supplies such a vehicle. Reports are sent back to the Driver and Vehicle Licence Office.

3.3.6 Financial Assistance

Financial assistance to disabled drivers is available from:

* Provincial Automobile Insurance Commission;
* Worker's Compensation Board;
* Social Assistance.

No special programs exist to fund driver training or the adaption of vehicles.

3.3.7 Problems and Constraints

Problems identified during the interviews include:

* the licensing agency is unable to publicize their Disabled Drivers' Assessment and Management Program because of budget constraints;
* a lack of any driver training vehicles equipped with hand controls within the Province;
* no publicly funded training programs for disabled drivers;
* no funding available to provide specially trained licence examiners;
* a lack of funding for vehicle adaptations;
* there is a backlog of client appointments measured in years.

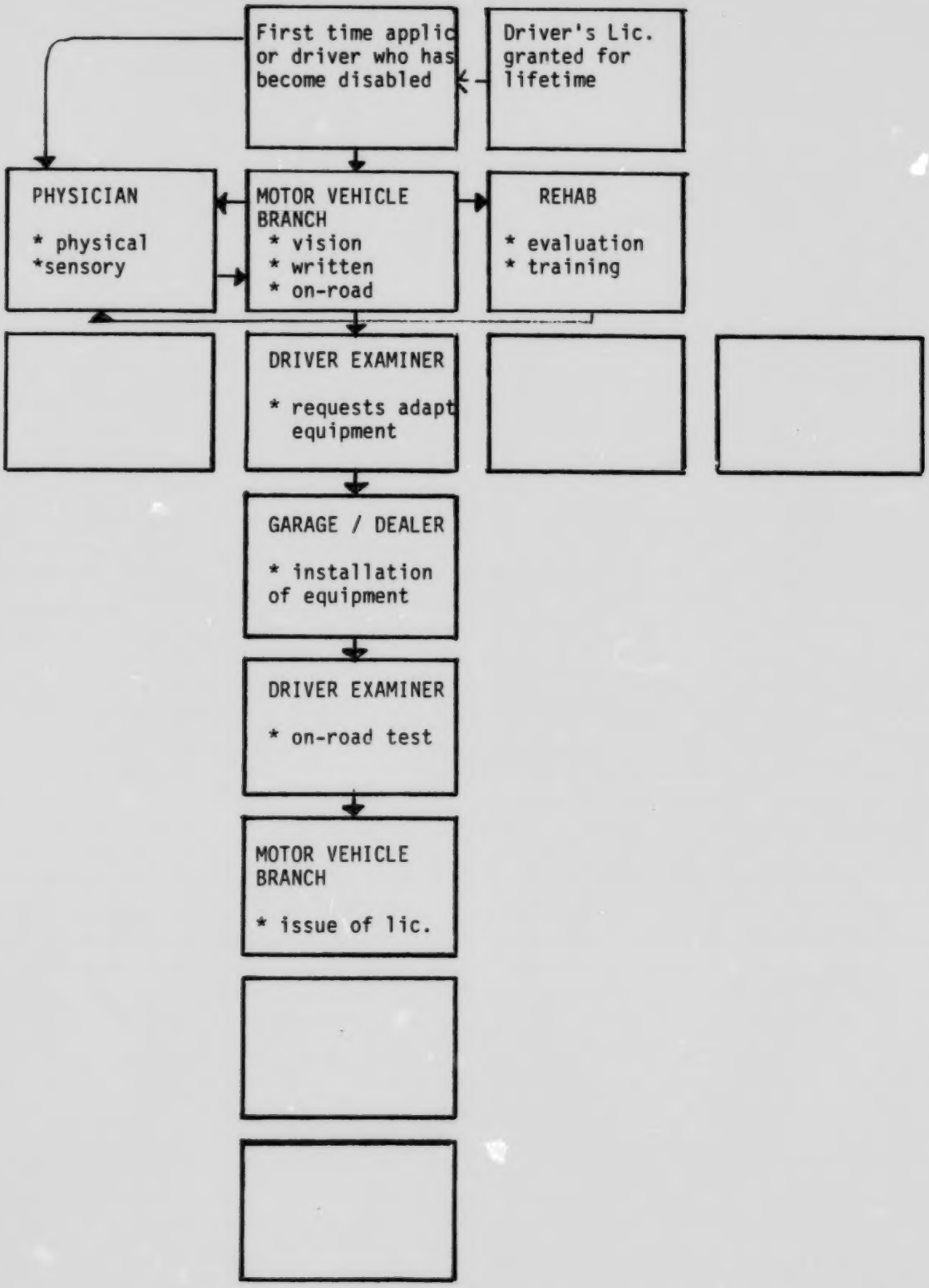
3.4 NEW BRUNSWICK

3.4.1 Licensing Agency and Requirements

The operation of a motor vehicle in New Brunswick is governed by the Department of Transportation, Motor Vehicle Branch. There are nine classes of licences. Licence Class 5 for the operation of private motor vehicles, not exceeding two axles or 13,500 kg of gross vehicle weight, are granted to persons sixteen years and over. Licences are granted for a lifetime. Persons moving to New Brunswick (N.B.) from other areas of Canada are required to surrender their out-of-province licence and apply for a N.B. Driver's Licence within six months of permanent residency. An international permit is good for six months. The Registrar of the Motor Vehicle Branch does not normally revoke driver's licences, but may require a driver to be re-examined. In such cases the Driver Examiner may recommend:

* placing a driving restriction on the driver's licence;
* the driver to undertake further driver training before a licence is issued;
* referring the driver for vehicle driving adaptations.

NEW BRUNSWICK



The appropriate terminology for a disabled driver in N.B. is "driver with a disability". It includes persons with physical, mental and physical/cognitive disabilities. An existing or potential operator of a motor vehicle may become classified as a driver with a disability under a variety of circumstances:

* as the result of a congenital dysfunction;
* as a result of a traffic accident;
* as a result of a work related accident or a disease;
* as a result of an accident related to residential or leisure activities;
* as a result of diminishing health and/or cognitive ability.

3.4.2 Initiation of Driver Evaluations

In N.B. there is no age at which drivers automatically are required to be re-examined. The determination of fitness to drive is based solely upon the evaluation process. For persons with disabilities who have never been licensed to drive, the evaluation process may begin when they apply for driver training or attempt to obtain a driver's licence. Persons from outside of N.B. who have an existing driver's licence from another province are not normally required to take any examination, except in the case of a licence with restrictions, e.g. hand controls. In such cases, the driver has to take a vision, written and on-road test. Should a disability be noted when application for a N.B. Driver's Licence is made, a Driver's Medical Examination and a road test may be requested. For persons who already possess a current N.B. Driver's Licence, an evaluation for driving ability may be triggered by:

* individuals who become concerned about their own ability to drive;
* a physician's examination;
* observation of a patient by medical staff of a hospital or rehabilitation agency;
* reports from family members, police, law courts and physicians.

3.4.3 Legal Responsibilities

In New Brunswick there is no law which requires anyone except the police and the courts to report a disability of a person who drives a motor vehicle. However, there is a requirement under the Motor Vehicles Act to ensure that the motor vehicle being operated is properly equipped for the driver and that the driver is qualified to drive.

3.4.4 Suspensions and Appeals

Suspensions of Driver's Licenses in N.B. are normally based only upon criminal offenses and demerit points. The appeal is determined by the individual's record.

Appeals must be made to the Court of Queens Bench. Cases of demerit point suspensions are handled by the Registrar of Motor Vehicles with appeal to the Registrar.

3.4.5 The Driver Evaluation Process

Since there is no renewal period for a driver's licence in New Brunswick, there are only two occasions when drivers have to present themselves for an examination by the Driver Examiner of the Motor Vehicle Branch: one, for a first time application of a driver's licence; and two, after a suspension or an accident. In both cases drivers have to bring their own vehicle, which is examined by the Driver Examiner. The Driver Examiner then performs an on-road test with the individual in his own vehicle to determine if the driver is physically and mentally capable of driving a motor vehicle safely according to the Motor Vehicle Regulations and the laws of the province of New Brunswick.

Should Examiners find, during this test, that the individual has physical, mental or sensory deficiencies, they are authorised under legislation to request a medical report from a physician. The Examiner, after receiving the physician's report, requests modification to the owner's vehicle and, when completed, will test the individual again with the modification in place.

The Forest Hill (rehabilitation) Centre in Fredericton is the only location in the province of New Brunswick which offers an evaluation and training program for drivers with disabilities. Forest Hill provides training for both individuals who were able to drive prior to the onset of a disability, and driver candidates whose disability prevents their participation in a regular driver training course.

Should the physician refer the individual to Forest Hill, this centre will evaluate and assess the individual's needs and arrange for driver training if required. Once drivers are rehabilitated and their vehicles are equipped with the required aids, the individuals can present themselves for an examination with the Driver Examiner who, if satisfied, issues a licence.

The following tests are performed by an occupational therapist:

* assessment of perceptual-motor abilities such as reaction time, night vision and distance judgement, using equipment developed by the American Automobile Association;
* a test of visual/perceptual skills with emphasis on the judgement and memory to follow directions;
* assessment of functional ability to manipulate and exert adequate strength to perform various tasks in a vehicle, such as: transferring in/out of the vehicle,

adjusting mirrors, operating signal lights and headlights, and operating ignition;

* pending successful completion of the initial evaluation, those individuals who were able to drive prior to the onset of a disability, may require an in-vehicle off/on-road test. This in-vehicle experience is to provide a practical assessment of driving skills.

A copy of the written report of the driving evaluation will be made available to the referring physician.

The Forest Hill Centre provides a training program for individuals with disabilities. The Driver Education Team consists of the following members:

* Occupational Therapist;
* Certified Driving Instructor;
* Resource persons e.g. psychiatrist, consultant for vehicle modifications.

The driver education course consists of a minimum of 1 hour in class and 20 hours of in-vehicle training. The number of hours may vary according to the individual's needs. Sessions are arranged at the convenience of both instructor and student. Referrals are accepted from any physician in or out of the province of New Brunswick, and are directed to the Occupational Therapy Department. For in-vehicle evaluation training, the individual requires a valid Driver's Licence or a Learner's Permit.

While learning to drive the Centre's adapted vehicle, the student will receive instructions regarding the special equipment the student requires, e.g. hand controls and steering devices. In certain cases where highly specialized equipment is necessary, the client's vehicle may need to be modified prior to on-road training.

There is no charge for the initial pre-driving evaluation. The charge for the in-vehicle evaluation and training and classroom education is on a fee for service basis, approximately $35.00 per hour.

3.4.6 Licensing Procedure

All applicants for a new driver's licence must attend a Motor Vehicle Branch office for a vision and written examination in order to obtain an Instruction Permit, which is valid for 3 days and allows for learning with an accompanying licensed driver. After 3 days an on-road test can be requested. If there is any question about physical ability to drive, the applicant may be required to go to a doctor for a Medical Examination. The physician has to submit this report to the Motor Vehicle Branch who, together with the physician, decides which measures are necessary for the individual to fulfil the requirements for safe driving. If minor equipment

modifications to the vehicle are required, the examiner requests implementation of such components and the individual has to present the vehicle for certification to the examiner. With the vehicle modification(s) in place and/or corrective measures, e.g. corrective lenses, applied, the individual must perform an on-road test. In case of failure, the test may be repeated several times before issuing a driver's licence.

Upon successful completion of the on-road test, a restricted driver's licence may be issued, or if the examiner is doubtful about an individual's future ability to drive, a permit to drive with a licensed driver may be issued. Licences may be issued with driving restrictions such as:

* not permitted to drive on highways;
* wearing corrective lenses;
* use of side view mirrors;
* vehicle equipped with automatic transmission only;
* specified vehicle modifications.

3.4.7 Financial Assistance

In New Brunswick, the Federal-Provincial Vocational Rehabilitation of Disabled Persons Program (VRDP) is administered by the Department of Social Services. The Department will provide funds for certain types of adapted equipment for disabled drivers who must drive to work and who are taking part in a vocational rehabilitation plan.

Under the new Community Service for the Disabled Program, also funded under VRDP, assistance for the purchase of adaptive equipment can be provided to disabled persons who must drive their children to school.

The Workers' Compensation Board of New Brunswick is the key source of assistance to drivers with job-related disabilities.

Under New Brunswick law, all auto insurance plans in that province must contain a clause providing up to $25, in assistance for rehabilitation-related equipment, plus an income supplement for drivers or their passengers who are disabled as the result of a motor vehicle accident.

The New Brunswick Branch of the Canadian Rehabilitation Fund for the Disabled is a source of general guidance and assistance for disabled persons, including drivers.

Service clubs in New Brunswick have, in some instances, been known to provide outfitted vans to groups of disabled persons.

3.4.8 Problems and Constraints

There are a number of problems with the existing procedure:

* Driver training for persons with disabilities is expensive. The Forest Hill Centre charges $35/hour and the total cost can range from $1000 upwards.
* Since the Forest Hill Centre is the only one in the province equipped for driver training, individuals living in rural areas are not encouraged to report when experiencing difficulties. Mobile evaluation and training facilities were recommended.
* There are no standard assessment procedures for perceptual/cognitive functions. This is left up to the occupational therapist to evaluate and to arrive at subjective conclusions.
* At present the responsibility for training of disabled drivers in their own vehicles rests solely upon the driving instructor with the therapist only allowed to observe from the rear seat. The therapist should have the legal right to instruct the individual with the modified car if trained as an instructor.
* Drivers may not admit to disabilities. The lifetime driver's licence allows drivers whose fitness to drive has diminished to keep on driving until an accident has happened, or the police or a physician detect a disability. The physician is under no obligation to report an individual with a disability. The lack of knowledge of the available programs may be a factor in the concealment of disabilities.

3.5 NEWFOUNDLAND AND LABRADOR

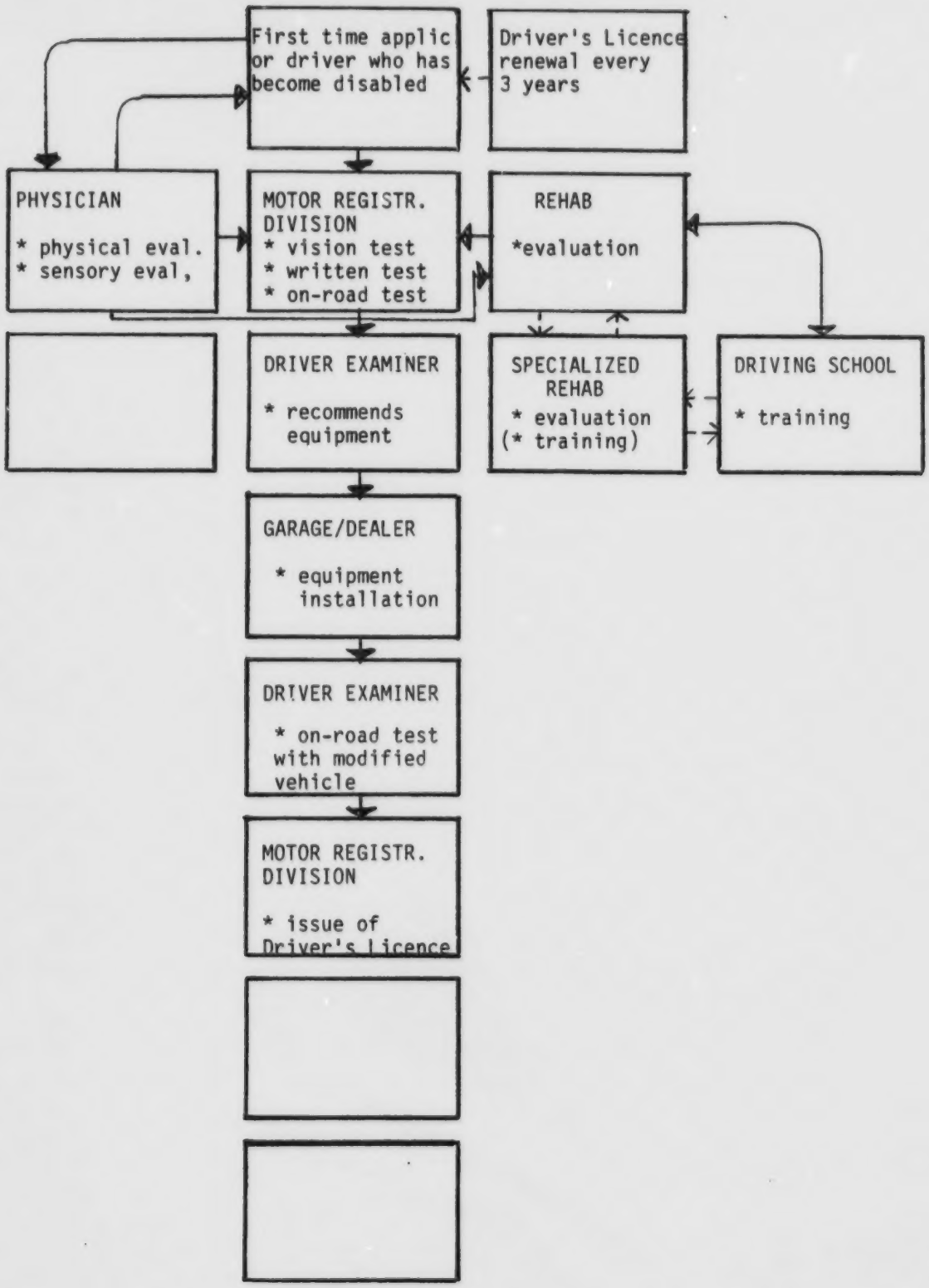
3.5.1 Licensing Agency and Requirements

The privilege of driving in Newfoundland and Labrador is granted by the Motor Registration Division, Department of Transportation. There are eight classes of driver's licences. Licences for the operation of private motor vehicles (Class 5) are granted to persons aged sixteen and over. Licenses are granted for a period of three years. Persons moving to Newfoundland and Labrador from other areas of Canada are required to surrender their out-of-province licence and apply for a Newfoundland Driver's Licence within three months of permanent residency.

The Registrar of Motor Vehicles does not normally revoke driver's licences, but may require a driver to be re-examined. In such cases the Driver Examiner may:

* place a driving restriction on the driver's licence;
* require the driver to undertake further driver training;
* refer the driver for vehicle driving adaptations.

NEWFOUNDLAND AND LABRADOR



The appropriate terminology for a disabled driver in Newfoundland and Labrador is "disabled driver". It includes persons with physical, mental and physical/cognitive disabilities. An existing or potential operator of a motor vehicle may become classified as a driver with a disability under a variety of circumstances:

* as the result of a congenital dysfunction;
* as a result of a traffic accident;
* as a result of a job-, residential-, or leisure-related accident;
* as a result of a disease;
* as a result of diminishing health and/or cognitive ability.

3.5.2 Initiation of Driver Evaluation

In Newfoundland and Labrador there is no age at which drivers are automatically required to be re-examined. The determination of fitness to drive is based solely upon the evaluation process. For persons with disabilities who have never been licensed to drive, the evaluation process may begin when they apply for driver training or attempt to obtain a driver's licence. Persons from outside of Newfoundland and Labrador who have an existing driver's licence from another province of Canada are not required to take a road examination. However should a disability be noted when application for a driver's licence is made, a medical examination and a road test may be requested. For persons who already possess a current Newfoundland Driver's Licence, an evaluation for driving ability may be triggered by:

* individuals who become concerned about their own ability to drive;
* a physician's examination;
* observation of a patient by the medical staff of a hospital and/or a rehabilitation agency;
* reports from family members, police, law courts and physicians.

3.5.3 Legal Responsibilities

In Newfoundland and Labrador there is no law which requires any person to report a physical, mental or sensory disability to the Motor Vehicle Division. However, there is a requirement by the Motor Vehicle Division to ensure that the driver of a motor vehicle is qualified to drive and that the motor vehicle being operated is properly equipped for the driver.

3.5.4 Suspension and Appeals

The suspension of a driver's licences in Newfoundland and Labrador is normally based only upon criminal offenses and accident history, and are invoked by the

Driver's Licence Suspension Board. These suspensions are mandatory with no appeal available.

3.5.5 The Driver Evaluation Process

There is no formal evaluation process for individuals with disabilities who either already have a driver's licence or are applying for the first time. The process is governed by the fact that all drivers, regardless of disabilities, must demonstrate the ability to safely operate a motor vehicle through the means of a driving test conducted by a provincial Driver Examiner. It is therefore up to the individual to arrange for an evaluation of his/her skills to operate a vehicle.

Evaluations may be undertaken by a family physician or a specialist if the individual's driving ability becomes questionable. These evaluations may also result in referral to a rehabilitation agency. An occupational therapist at the St. John's Hospital Rehabilitation Centre evaluates the individual's abilities. The evaluation process is quite unsophisticated with no standardized program, simulators or vehicles available. The service is not widely used due to a very small demand. In severe cases, where elaborate evaluation methods are required, the individual is referred to the Hugh MacMillan Rehabilitation Centre in Toronto. There is no driver training programs or facilities available for individuals with disabilities in the St. John's Occupational Department.

In cases where vehicle modifications are required, the Driver Examiner determines what adaptive equipment should be used for the disabled individual.

The availability of road instruction is very limited in Newfoundland. "HUB", a centre for the disabled which also sells and installs adaptive equipment for disabled drivers, works together with local driving schools to assist individuals in the preparation for the driving test.

3.5.6 Licensing Procedure

All applicants for a new driver's licence must perform vision, written and on-road tests at the Motor Vehicle Division.

Vision tests include:

* sharpness;
* peripheral;
* depth perception.

Tests for night vision, stereo, left-right discrimination, reaction time, distraction or judgement are not available in the program.

The written test includes:

* knowledge test, covering safe driving practices and the law;
* knowledge of traffic signs.

The on-road test with the individual's own vehicle includes the observation of driving skills by the Driver Examiner for physical and perceptual capabilities.

Upon successful completion of the road test, a driver's licence may be issued for a three-year period. If the examiner is doubtful about an individual's future ability to drive, a licence subject to medical approval may be issued. Licences may be issued with driving restrictions such as:

* daylight hours only;
* not permitted to drive on highways;
* wearing corrective lenses;
* side mirrors;
* power steering;
* vehicle equipped with automatic transmission only;
* power brakes;
* hand controls;

and restrictions to be defined according to different needs, e.g.:

* hearing aid;
* prosthesis.

3.5.7 Financial Assistance

The following agencies provide financial assistance for the evaluation and training of drivers with disabilities:

* Workers' Compensation Board (for disability from a job-related accident);
* VRDP administered by Rehabilitation Directorate;
* Associations for the disabled.

3.5.8 Problems and Constraints

There are a number of problems with the existing process:

* the identification of a disability is based on voluntary reporting - vision tests at the Motor Vehicle Licence Bureau detect only a limited range and do not include night vision, stereo, double vision or colour tests;
* automatic renewal by mail at three-year intervals prevents detection of disabilities;
* facilities for evaluation of disabled individuals are very limited;
* there is no driver training program available at this centre;
* there is no standardized evaluation and assessment program available for occupational therapists;
* there is no simulator or interactive equipment available to evaluate or train disabled drivers;
* the province has no driver awareness program to encourage individuals to report for assistance;
* drivers may not admit disabilities due to lack of programs for evaluation and training;
* although there is adaptive equipment for disabled drivers available, there is no program to make individuals aware of such facilities.

3.6 NORTHWEST TERRITORIES

3.6.1 Licensing Agency and Requirements

Driver's licences are issued by the Registrar, Motor Vehicles, Motor Vehicles Division, Government Services Department. The Motor Vehicle Division follows the Canadian Medical Association's "Guide for Physicians in Determining Fitness to Drive a Motor Vehicle." A medical examination is required every two years from age 70 to 80 and annually thereafter.

3.6.2 Initiation of Driver Evaluations

Local evaluations are performed only by the individual's physician. Driver evaluations are performed by the Glenrose Rehabilitation Hospital in Edmonton upon referral by a physician.

3.6.3 Legal Responsibilities

(Individual responsibility only.)

3.6.4 Suspension/Appeals

(No provisions for suspensions based on disabilities.)

3.6.5 The Driver Evaluation Process

The CMA Guide is used by physicians in the Northwest Territories to assess elderly and disabled persons for driving ability. (See Alberta discussion for Glenrose Rehabilitation Hospital procedures in Section 3.1.5.)

3.6.6 Financial Assistance

(Private insurance companies only.)

3.6.7 Problems and Constraints

The major problem in the Northwest Territories is the lack of local driver training and assessment facilities. Currently, drivers with disabilities must travel to Edmonton for assessment and training.

3.7 NOVA SCOTIA

3.7.1 Licensing Agency and Requirements

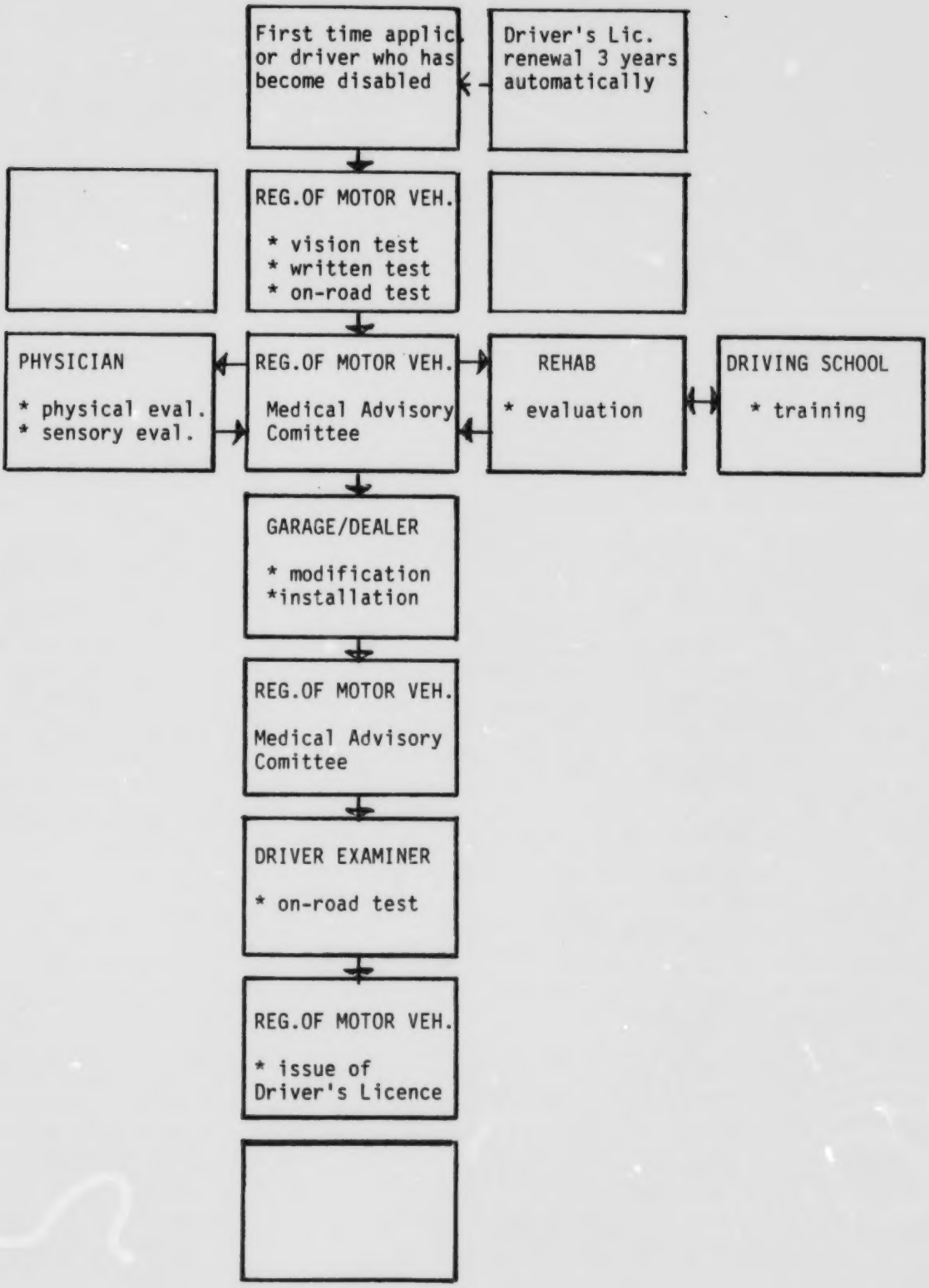
The operation of a motor vehicle is governed by the Registry of Motor Vehicles in Nova Scotia. There are eight classes of driver's licences. Licences are issued for a period of three years by mail. Licences for Class 5, operation of private motor vehicles not exceeding 13,500 kg gross vehicle weight, are granted to persons sixteen or over. Persons moving to Nova Scotia from other provinces of Canada are required to surrender their out-of-province licence and apply for a Nova Scotia licence within 30 days.

An international driver's permit is good for 12 months. The Registrar of the Registry of Motor Vehicles does not normally revoke driver's licences, but may require a driver to be re-examined. In such cases the Driver Examiner may recommend:

* to place a driving restriction on the driver's licence;
* the driver to undertake further driver training before a licence is issued;
* the driver for vehicle driving adaptations.

The Director of Highway Safety may revoke a driver's licence.

NOVA SCOTIA


First time applic. or driver who has become disabled
Driver's Lic. renewal 3 years automatically
REG.OF MOTOR VEH.
* vision test
* written test
* on-road test
PHYSICIAN
* physical eval.
* sensory eval.
REG.OF MOTOR VEH.
Medical Advisory Comittee
REHAB
* evaluation
DRIVING SCHOOL
* training
GARAGE/DEALER
* modification
*installation
REG.OF MOTOR VEH.
Medical Advisory Comittee
DRIVER EXAMINER
* on-road test
REG.OF MOTOR VEH.
* issue of Driver's Licence

The appropriate terminology for a disabled driver in Nova Scotia is "handicapped driver". It includes persons with physical, mental and physical/cognitive disabilities. An existing or potential operator of a motor vehicle may become classified as a driver with a disability under a variety of circumstances:

* as the result of a congenital dysfunction;
* as a result of a traffic accident;
* as a result of an industrial, residential or work-related accident or disease;
* as a result of naturally diminishing health and/or cognitive ability.

3.7.2 Initiation of Driver Evaluations

In Nova Scotia there is no age at which drivers are automatically required to be re-examined. For persons with disabilities who have never been licensed to drive, the evaluation process may begin when they apply for driver training or apply to obtain a driver's licence. Persons from outside Nova Scotia who have an existing driver's licence from another province are not required to take a road examination. However, should there be a restriction on the driver's licence, a Driver's Medical Examination and/or a road test may be requested. For persons who already possess a current Nova Scotia Driver's Licence, an evaluation for driving ability may be triggered by:

* individuals who become concerned about their own capability to drive;
* a physicians examination;
* observations from hospital or rehabilitation centre staff;
* reports from family members;
* reports from police and/or courts.

3.7.3 Legal Responsibilities

There is no legal obligations for any person to report the disability of a driver, except for the police and the Driver Examiner.

There is, nevertheless, a requirement under the Motor Vehicle Act to ensure that the motor vehicle being operated is properly equipped for the driver and that the driver is qualified to drive.

3.7.4 Suspensions and Appeals

Suspensions of driver's licences in Nova Scotia are normally based on criminal code convictions, in which case the Registry revokes the licence automatically with no appeal available. The Motor Vehicle Act then prescribes the time period before a licence may be re-instated.

Suspension of a licence may also be a result of the accumulation of demerit points on a licence, which carries a six month suspension followed by the issuing of a conditional licence.

3.7.5 The Driver Evaluation Process

In case of first time drivers with disabilities, an individual may be referred to a rehabilitation agency, for example by a driving school, an employer, or the issuing office for driver's licences.

In case of the Driver Examiner noticing physical or sensory deficiencies while conducting an on-road test, a medical report will be requested from a physician. A Medical Advisory Committee from the Registry of Motor Vehicles, consisting of five people, will determine if a driver's licence should be issued or a rehabilitation agency be consulted.

In Nova Scotia only the Nova Scotia Rehabilitation Centre in Halifax offers a program to assess the capabilities of a disabled driver. These evaluations are performed by an occupational therapist and usually involve the following:

* vision tests, e.g. field, acuity, colour, peripheral and depth perception;
* left and right discrimination;
* reaction time;
* distraction;
* judgement.

A "Doron Simulator" is used to evaluate observation skill, judgement and response and to evaluate driving adaptations if required. The evaluation on the simulator is followed by an in-car assessment by a driving school.

If necessary, equipment is recommended for installation in the individual's vehicle, e.g. hand controls, additional mirrors, etc. Individuals are made aware that they must notify the Registry of Motor Vehicles of any changes in their physical and sensory status. In most cases the individual will be reviewed by the Medical Advisory Board before a licence is issued.

3.7.6 Licensing Procedure

In Nova Scotia all applicants for a new driver's licence must perform a visual and written test by the Registry of Motor Vehicles in order to obtain a Learner's Permit. This permit is valid for 60 days, after which an on-road examination will follow. If there is any question about an applicant's ability to drive, the applicant may be required to go to a physician for a medical examination. This report is submitted

to the Medical Advisory Committee who decides whether or not a licence will be issued. There are no mandatory medical reports required for individuals of certain ages.

Prospective drivers with known disabilities who are applying for a driver's licence must:

* be evaluated for fitness to drive a motor vehicle;
* obtain classroom instruction or study their own guide;
* qualify in examinations to obtain a Learner Driver's Licence;
* obtain road instructions;
* be evaluated for driving ability by an approved agency;
* undergo a Driver's Medical Examination;
* obtain a suitably equipped vehicle for the road test;
* install the required modifications to their vehicle;
* be examined by a Driver Examiner of the Registry of Motor Vehicle.

The examination for a driver's licence by the Registry of Motor Vehicles includes:

* a knowledge test, covering safe driving practices and the law;
* a vision test for colour, field and depth perception;
* a knowledge of traffic signs;
* an observation of the applicant's physical and sensory condition.

Upon successful completion of the road test, a driver's licence may be issued for a period of three years. If the physician, the occupational therapist or the medical advisory committee are doubtful about an individual's future ability to drive, a licence may be subject to the following restrictions:

* daylight hours only;
* not permitted to drive on highways;
* wearing corrective lenses;
* driving with a hearing aid;
* fitted with an approved prosthesis and/or brace;
* vehicle equipped with automatic transmission only;
* equipped with special equipment.

3.7.7 Financial Assistance

The following agencies provide financial assistance for the evaluation and training of drivers with disabilities:

* Workers Compensation Board (for a disability resulting from a work-related accident);
* VRDP administered by Rehabilitation Coordination Administration;
* Veterans Affairs and associations for the disabled;
* Ability Fund (Nova Scotia Chapter of the Canadian Rehabilitation Council for the Disabled).

3.7.8 Problems and Constraints

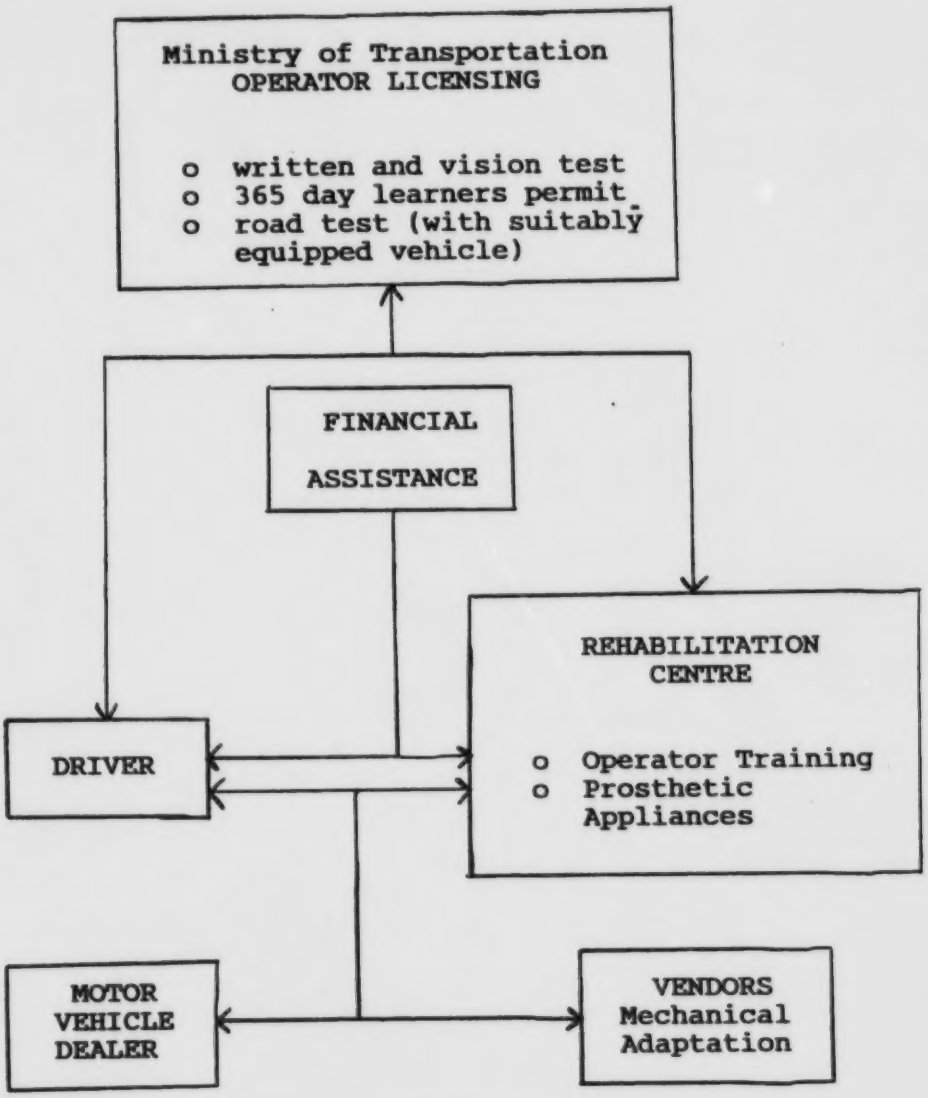
* Because there is no mandatory reporting of disabilities by physicians, some drivers who are not reported can slip through the system.
* There is no special awareness program for elderly and disabled drivers except for the "55 Alive" program.
* Drivers may not admit to disabilities because of fear of loss of mobility and independence. The lack of knowledge of available programs may also be a factor in the concealment of disabilities.
* Rehabilitation Agencies would like to see a standardized assessment program which would allow a countrywide acceptance of drivers with disabilities.
* The lack of standardized interactive simulators results in a time consuming evaluation of the driver's capabilities.
* Due to the lack of facilities, especially in rural areas, there is sometimes a waiting list for persons needing driver training.
* There is a lack of awareness of the available adaptive equipment, driver assessment and training programs, particularly among the elderly. Such persons may discontinue driving due to lack of knowledge of the remedial aids and training that is available.
* It was recommended by the Registry of Motor Vehicles to make medical examination and driving tests mandatory for individuals reaching a specific age (the age was not be specified).

3.8 ONTARIO

3.8.1 Licensing Agency and Requirements

The operation of a motor vehicle is governed by the Registrar of Motor Vehicles for the Ministry of Transportation. There are eight classes of licences ranging from the operation of any tractor trailer to any motorcycle. In addition to the normal three-part prerequisite testing (i.e. written, vision and road tests), the various licence classifications encompass a variety of minimum standards relating to physical dexterity and hearing. For the purpose of this report, the emphasis will be on the criteria for obtaining and maintaining a "Class G" licence covering the operation of any motor vehicle or combination of vehicles up to 11,000 kg registered gross weight (a private automobile or van).

COMMUNICATION BETWEEN ORGANIZATIONS INVOLVED IN THE VEHICLE AND DRIVER ADAPTATION PROCESS



The Ministry of Transportation (MTO) recognizes the special needs of individuals with physical, mental and physical/cognitive disabilities and has been instrumental in formalizing a licensing and re-licensing procedure for disabled drivers. An existing or potential operator of a motor vehicle may become classified as a disabled driver as a result of:

* a congenital dysfunction;
* a traffic or industrial accident;
* deteriorating health and/or cognitive disability.

There are no "restrictive" licences in Ontario in terms of daytime driving only, etc. Licence restrictions address classification in terms of 'type' of motor vehicle operated and requirements in terms of corrective lenses (vision), special or adaptive equipment, etc.

3.8.2 Initiation of Driver Evaluations

Disabled drivers seeking a licence for the first time are required to obtain a "365 day Learner's Permit". This permit, obtained after successfully completing a written and vision test, entitles the individual to operate a motor vehicle in the company of a licensed driver. It is intended to be used for training purposes prior to taking the MTO road test. MTO Driver Improvement Councillors may, at their discretion, trigger the requirement for a driver assessment. Such an assessment may recommend a type of adaptive equipment needed for a disabled individual seeking an Ontario Driver's Licence.

Although not necessarily required to take the written or road test, drivers from another province who have a valid driver's licence must pass the MTO vision test. Again, an MTO Driver Improvement Councillor may require the individual to undertake a road test. This is a discretionary process.

For persons who already possess a current Ontario Driver's Licence, an evaluation of their driving ability may be triggered by:

* individuals who become concerned about their ability to drive;
* a physician's/optometrist's examination;
* observations by the medical staff of a hospital or rehabilitation centre;
* an application for the renewal of a driver's licence at three-year intervals;
* the attainment of the age of 80 years.

There are a number of regulatory criteria which may also trigger the requirement for a driver evaluation. In addition to the three-part test administered to all persons at age 80, individuals who attain the age of 70 and are involved in a single

motor vehicle accident, who were found to be at fault and had not been tested within the proceeding twelve months, will also undergo the three-part test. Similarly, any individual, regardless of age, who has been in three accidents within a two-year period, two of which were found to be the drivers' fault, will be interviewed by a MTO Driver Improvement Councillor and undergo the three-part test.

3.8.3 Legal Responsibilities

From a legal perspective, Sections 177 and 178 of the Ontario Highway Traffic Act place a legal responsibility on medical practitioners and optometrists, respectively, to report to the Registrar of Motor Vehicles the name, address and medical condition of a patient 16 years of age or over who, in their opinion, is unable to safely operate a motor vehicle or continues to operate a motor vehicle after being warned of the danger by the medical practitioner or optometrist.

Information filed pursuant to Sections 177 and 178 of the Highway Traffic Act may result in the suspension of a driver's licence, in the case of a Class G licence, or a 'down-grade' and/or suspension of licence for the other classifications. A licence may be suspended for a pre-determined period of time or until the individual is able to file satisfactory medical evidence of ability to drive.

3.8.4 Suspensions and Appeals

There are three agencies involved in licence suspensions/appeals for disabled drivers. These, in hierarchical order, include:

1. MTO sanctioned Medical Advisory Committee (may recommend further action to be taken including a further driver evaluation);
2. Licence Suspension Appeal Board (able to make recommendation to the Registrar); and
3. District Court.

3.8.5 The Driver Evaluation Process

The Canadian Medical Association's (CMA) "Guide for Physicians in Determining Fitness to Drive a Motor Vehicle" (revised 1987) aids in the Ontario medical profession's ability to identify an appropriate course of action for patients whose driving skills may be questionable.

The Ontario Ministry of Transportation and the Office for Disabled Persons jointly published a comprehensive brochure, "Guide for Disabled Drivers in Ontario (1988). This brochure provides information to disabled drivers on such topics as insurance,

choice of vehicle, fuel tax rebates and who to contact for adaptive equipment and driving instruction. Driver instruction/assessment is available through the Occupational Therapy Departments at many hospitals and rehabilitation centres throughout urban Ontario. Special driver training for the disabled is available in Georgetown, Kingston, London, Oshawa, Ottawa, Sault Ste. Marie, St. Catharines, Sudbury, Thunder Bay, Toronto, Waterloo and Windsor.

The Hugh MacMillan Medical Centre in Toronto, for example, has a specific driver assessment and education program. This driving program exists to offer disabled persons an opportunity to learn their potential to drive an automobile, either for the first time or following an adult injury or disease. In addition to those with physical disabilities, services are provided to those who have difficulty learning in a regular community program - learning disabled, hearing impaired, aging drivers, memory deficits, etc.

Occupational therapists (O.T.'s) at the Hugh MacMillan Medical Centre perform the initial screening. The O.T.'s are members of the Association of Driver Educators for the Disabled (ADED). The O.T.'s use the CMA Guide and American Automobile Association (AAA) vision and reaction time tests. The initial screening includes:

* medical history;
* vision tests including peripheral vision and perception;
* cognitive and motor response tests.

As well as making assessments, program staff also:

* recommend adaptive equipment and vehicles appropriate for each driver or for families transporting a disabled person;
* give instruction to prepare students to become safe drivers, and to successfully complete the MTO licensing examination;
* educate staff, families, community groups, etc. on the capabilities of disabled drivers in the field of personal transportation; and
* participate in research which fosters the design of new and safe technology for driving, and other advancements in this field.

As the Hugh MacMillan Medical Centre has the only assessment van in Ontario, their staff evaluate all spinal cord injured persons who require "high tech" adaptive driving equipment. This van is equipped for assessment on site, however it has been sent to Ottawa once for demonstration purposes. Ninety percent of the program's referrals are for drivers whose health care team is requesting assessment of their potential to drive again after a disability or illness.

Some ten urban centres in Ontario have Rehabilitation and Treatment Centres/Occupational Therapy Departments, and are able to conduct driver assessments to varying degrees.

3.8.6 Financial Assistance

Several agencies provide financial assistance for the evaluation and training of disabled drivers, including:

* an individual's own insurance company (in case of a disability resulting from a traffic accident);
* the Vocational Rehabilitation of Disabled Persons Program of the Ministry of Community and Social Services (responsible for job and education-related assistance to disabled drivers);
* Workers' Compensation Board of Ontario (serves the needs of persons disabled as a result of job-related injuries);
* the Easter Seal Society of Ontario (provides assistance to drivers between 16 and 19 years of age for the purchase and installation of adaptive aids and for obtaining driving lessons);
* Ontario March of Dimes (Assistive Devices Program), (given the availability of funds, may provide assistance to disabled drivers who fail to qualify for assistance under any other program).

3.8.7 Problems and Constraints

The existing programs and processes are not without their problems and limitations:

* Driver education/evaluations for disabled persons is expensive. The Hugh MacMillan Medical Centre charges $520.00 for 30 hours of classroom and 15 hours of behind-the-wheel education for van operators. In specific applications, i.e. motor vehicle or job-related accidents, the various insurance companies cover these costs. Others may have to cover these costs themselves.
* Facilities are limited. Although centres such as the Hugh MacMillan Medical Centre are able to see 400 to 500 clients per year, there is still a three-month waiting list for driver assessment. This situation is not unique to the Toronto area.
* Driver training is not available outside of the major cities. This adds to the cost of training for non-residents. Further, the availability of "high tech" training aids exists only in Metropolitan Toronto.

Other problems include:

* a lack of awareness of the availability of programs, licensing evaluation criteria, appeal process, etc.; and
* a lack of standards or certification for educators/trainers of disabled drivers.

It is important to note that the (International) Association for Driver Educators for Disabled (ADED) has formed a Certification Committee. This Committee's mandate is to develop standards for educators of disabled drivers.

3.9 PRINCE EDWARD ISLAND

3.9.1 Licensing Agency and Requirements

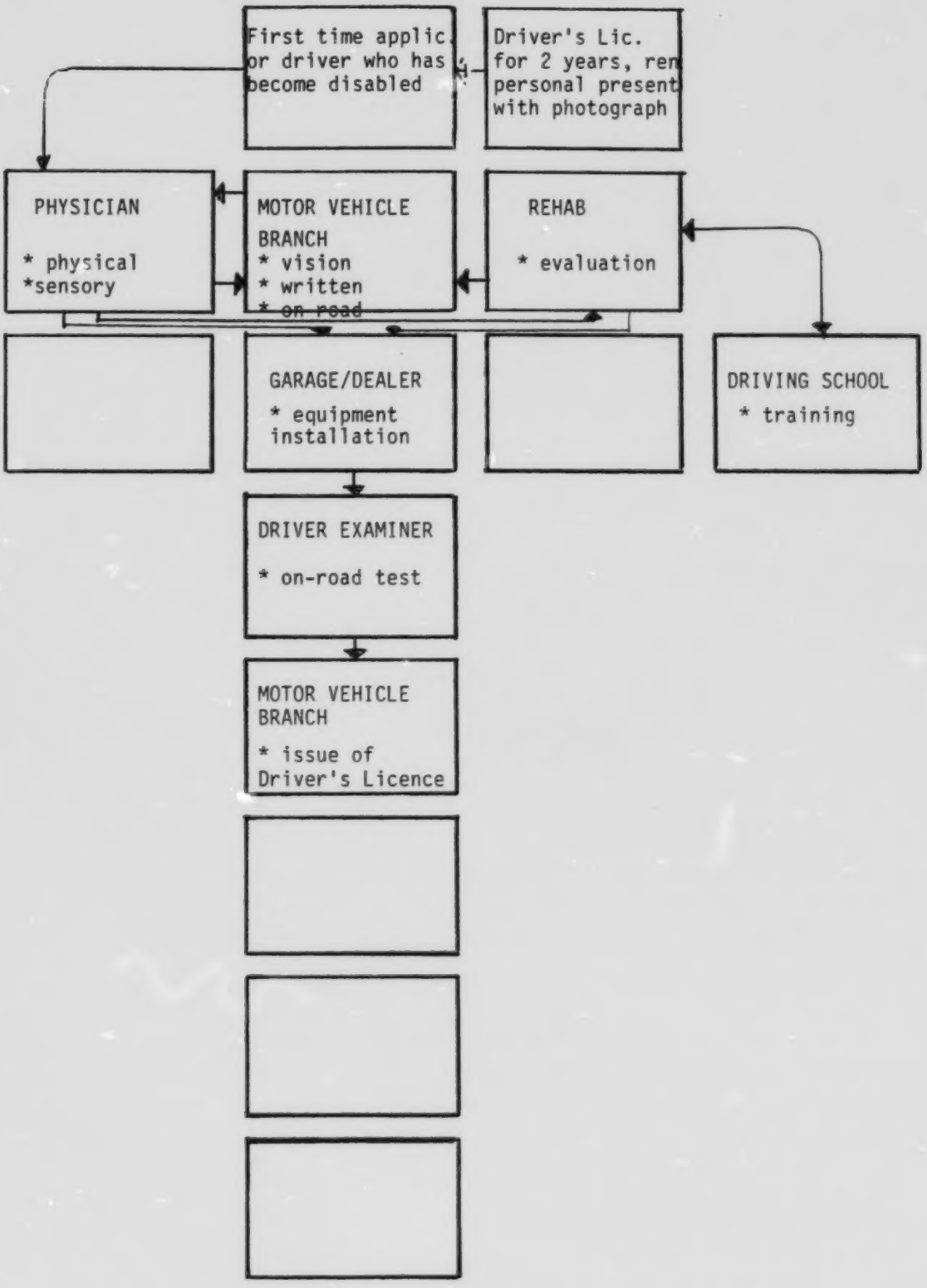
The privilege of driving in Prince Edward Island is granted by the Registrar of the Motor Vehicle Branch, department of Transportation and Public Works. Licences are renewed at two-year intervals. There are nine classes of driver's licences. For the operation of private motor vehicles with two axles and not exceeding 14,000 kg gross weight, class 5 is granted to persons sixteen years and over. Persons moving to Prince Edward Island from other areas of Canada are required to surrender their out-of-province licence and apply for a P.E.I. Driver's Licence within four months of permanent residency. An international driver's permit is good for twelve months. The Registrar of the Motor Vehicle Branch does not normally revoke driver's licenses, but may require a driver to be re-examined. In such cases the Driver Examiner may recommend:

* placing a driving restriction on the driver's licence;
* requiring the driver to undertake further training before a licence is issued;
* referring the driver for vehicle driving adaptations.

The appropriate terminology for a disabled driver in P.E.I. is "disabled driver". It includes persons with physical, mental and physical/cognitive disabilities. An existing or potential driver of a motor vehicle may become classified as a driver with a disability under a variety of circumstances:

* as the result of a congenital dysfunction;
* as a result of a traffic accident;
* as a result of an industrial accident or disease;
* as a result of diminishing health and/or cognitive ability.

PRINCE EDWARD ISALND



3.9.2 Initiation of Driver Evaluation

In P.E.I. there is no age at which drivers are automatically required to be re-examined. The determination of fitness to drive is based solely upon the evaluation process. For persons with disabilities who have never been licensed to drive, the evaluation process may begin when they apply for driver training or attempt to obtain a driver's licence. Persons from outside of P.E.I. who have an existing driver's licence are not required to take a road examination. In case of a restricted Driver's Licence the same applies. For persons who already possess a current P.E.I. Driver's Licence, an evaluation for driving ability may be triggered by:

* individuals who become concerned about their own ability to drive;
* a physician's examination;
* examination of a patient by the medical staff of a hospital or a rehabilitation centre;
* an application for the renewal of a Driver's Licence at the two-year interval with the individual required to present him/herself with an updated photograph;
* reports from family members, police, law courts or physicians.

3.9.3 Legal Responsibilities

Section 18 of the Highway Traffic Act requires that medical practitioners report to the Registrar the name, address and medical condition of a patient sixteen years of age and over who:

* in the opinion of the physician, optometrist, etc. has a medical condition that makes it dangerous to the patient or to the public for the patient to drive a motor vehicle; and
* continues to drive a motor vehicle after being warned of the danger by the physician, optometrist, etc.

In addition, there is a requirement to ensure that the motor vehicle operated is properly equipped for the driver and that the driver is qualified to drive.

3.9.4 Suspension and Appeals

Suspension of driver's licences in P.E.I. are normally based only upon criminal offenses and the demerit point system. There is a formal appeal process through the courts.

3.9.5 The Driver Evaluation Process

In case of first time drivers with disabilities, an individual may be referred to a rehabilitation agency by a driving school, an employer or the issuing office for driver's licences. Referrals of already licensed drivers may result from examinations by a medical practitioner.

In Charlottetown, the Rehabilitation Department of the Queen Elizabeth Hospital and six other hospitals in the province are equipped to evaluate driver's with disabilities. These departments:

* assess an individual's ability to drive a motor vehicle;
* provide a non-stressful learning environment;
* prescribe remedial aids and prosthetic appliances;
* provide advice and assistance in the adaptation of vehicles;
* provide liaison with the licensing agency and driving schools.

A physician and an occupational therapist evaluate the individual. The occupational therapist performs a pre-road test to evaluate and asses the individual's capabilities. Other evaluations usually involve:

* perceptual testing for vision and hearing;
* reaction time testing;
* physical motor function.

None of the rehabilitation departments in P.E.I. has a simulator.

Road instructions are performed in cooperation with local driving schools until the driver acquires the ability to drive safely again.

3.9.6 Licensing Procedure

All applicants for a new driver's licence must perform a written and vision test to obtain a Learner's Permit, which is valid for twelve months when accompanied by a licensed driver. Thirty days after receiving the Learner's Permit, the applicant may apply for a road test. If there is any question concerning physical or mental ability to drive, the applicant may be required to go to a physician for a Driver's Medical Examination. A report is submitted to the Motor Vehicle Branch which decides if a licence will be issued or if rehabilitation is required.

Prospective drivers with known disabilities who are applying for a driver's licence must:

* be evaluated for fitness to drive a motor vehicle;
* obtain classroom instruction or study on their own the P.E.I Driving Guide;
* qualify in examination to obtain a Learner Driver's Licence;
* obtain road instructions;
* be evaluated for driving ability by an approved agency;
* undergo a Driver's Medical Examination;
* obtain a suitably equipped vehicle for a road test;
* get their own vehicle with special equipment certified by the Motor Vehicle Branch;
* be examined by a Driver Examiner of the Motor Vehicle Branch.

The examination by the Driver Examiner includes:

* a knowledge test, covering safe driving practices and the law;
* a vision test, including colour vision, depth perception, double vision, field of vision, and sharpness of vision;
* a hearing test;
* a test of knowledge of traffic signs;
* an observation of the applicants physical condition.

Upon successful completion of the road test, a restricted driver's licence may be issued for a maximum of two years, the same period as for any other driver's licence holder.

Licences may be issued with driving restrictions such as:

* daylight hours only;
* not permitted to drive on highways;
* wearing corrective lenses;
* vehicle equipped with automatic transmission only;
* specified vehicle modifications.

3.9.7 Financial Assistance

Sources of financial assistance include:

* The Charlottetown Rotary Club's Rehabilitation Council;
* The Department of Health and Social Services, which administers the provincial VRDP program, will fund the purchase of required driver adaptive equipment for job or training purposes;

* The Workers' Compensation Board of P.E.I. has in some cases funded a fully equipped van.

3.9.8 Problems and Constraints

The following aspects could be improved to render the present system more successful:

* Standardized assessment programs for disabled drivers in rehabilitation centres are required to allow for compatibility with other provinces of Canada.
* Interactive simulators would improve the evaluation process in rehabilitation centres.
* Family physicians should refer potential disabilities to rehabilitation centres.
* Drivers may not admit to disabilities. The two-year Driver's Licence renewal interval allows drivers whose capabilities to drive have diminished to keep on driving until detected by a physician. The clerk at the Motor Vehicle Branch can only detect visible disabilities. A lack of knowledge of available programs may be a factor in the concealment of disabilities.

3.10 QUEBEC

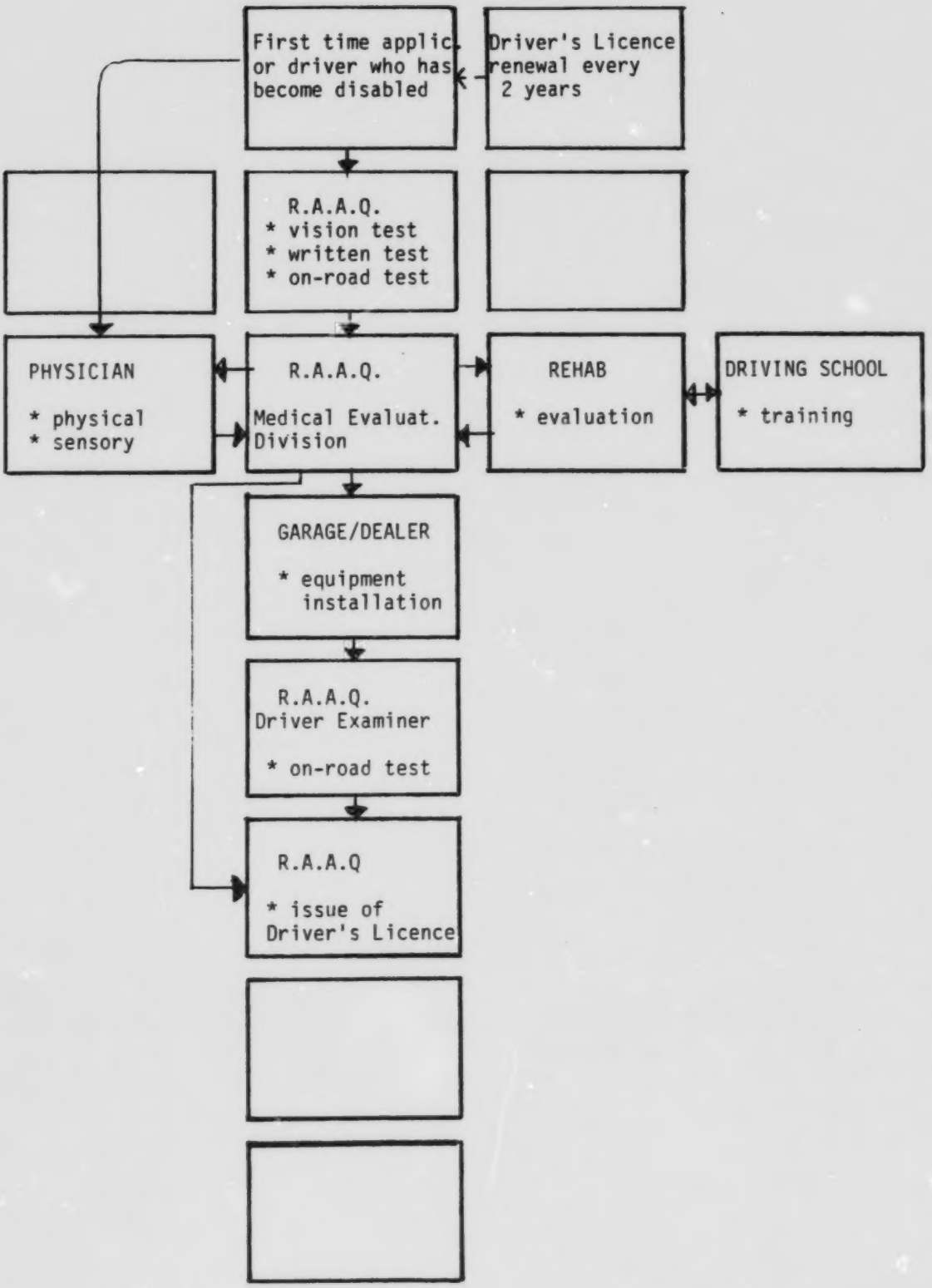
3.10.1 Licensing Agency and Requirements

In the province of Quebec, the operation of a private motor vehicle is governed by the Regie de l'assurance automobile du Quebec. (R.A.A.Q.). The standard three-part test, vision, written, and road, is requested for every individual applying for a Quebec Driver's Licence. Driver's licences are renewed by mail every two years. The Regie recognizes the special needs of individuals with physical, mental and physical/cognitive disabilities and has been instrumental in formalizing a licensing procedure for disabled drivers. A special section of the Regie, the Medical Evaluation Division, is responsible for driver's licences for the disabled.

3.10.2 Initiation of Driver Evaluation

Disabled drivers seeking a licence for the first time must go to the Bureau Véhicule Automobile and get a medical form which must be submitted when applying for a Learner's Permit (good for three months with a possible extension for another three months). This permit, which is provided without having to pass any tests, entitles the individual to operate a motor vehicle in the company of a licensed driver. It is intended to be used for training purposes prior to taking a road test.

QUEBEC


First time applic. or driver who has become disabled
Driver's Licence renewal every 2 years
R.A.A.Q.
* vision test
* written test
* on-road test
PHYSICIAN
* physical
* sensory
R.A.A.Q.
Medical Evaluat. Division
REHAB
* evaluation
DRIVING SCHOOL
* training
GARAGE/DEALER
* equipment installation
R.A.A.Q.
Driver Examiner
* on-road test
R.A.A.Q
* issue of Driver's Licence

For persons who already possess a current Quebec Driver's Licence, an evaluation may be triggered by:

* individuals who become concerned about their ability to drive;
* a physician's/optometrist's examination;
* observations by the medical staff of a hospital or rehabilitation centre;
* a physical and vision report at the age of 70 when renewing the driver's licence.

For persons coming from other parts of Canada, a vision, written and road test is required after three months of permanent residency. At this point, the Driver Examiner may detect physical, mental or sensory deficiencies and request the individual to report for an evaluation by the Medical Committee of the Regie.

3.10.3 Legal Responsibilities

From a legal perspective, the Regie in Quebec places no legal responsibilities on medical practitioners and optometrists to report the name, address and medical condition of an individual with a disability.

3.10.4 Suspension and Appeals

The suspension of a driver's licence in Quebec can be based on the following aspects:

* criminal code offenses;
* demerit points accumulation;
* accidents without being insured;
* physical condition, e.g. epileptic seizures, etc.

Appeals can be made through the Provincial Courts.

3.10.5 The Driver Evaluation Process

In Quebec, the Regie de l'assurance automobile du Quebec (R.A.A.Q.) publishes the brochure "Rehabilitation" in both French and English which provides information on:

* rehabilitation of physical, cognitive and emotive functions;
* vocational integration;
* social integration;
* academic integration.

The Regie has the mandate to: assess drivers, issue driver's licences, register vehicles, inspect vehicles for their mechanical status, promote road safety and compensate accident victims. Further, it provides victims with the rehabilitation services necessary to help them to return to the activities they engaged in prior to the accident. In terms of the latter, driver assessment is available through the Occupational Therapy Departments at two centres in Montreal, the Lethbridge Constance Rehabilitation Centre and the Jewish Hospital, and in Quebec City at the Centre Francois Charon. The role of the rehabilitation agencies is twofold:

* to evaluate the disabilities of the individual;
* to give courses and seminars to instructors of driving schools.

The evaluation of a disabled individual is carried out by an occupational therapist who performs an in-house test to determine visual, spacial and perceptual skills. In cooperation with driving schools, which provide instructions for the disabled, the occupational therapist evaluates the physical and intellectual capabilities in an on-road rest and makes recommendations for adaptive vehicle equipment.

Since there are only three rehabilitation centres in the province of Quebec equipped for the evaluation of drivers, waiting periods of four weeks are common. Equipment for the evaluation process needs updating and no simulators are available. With better equipment, evaluation methods could be improved and overloading would be reduced.

3.10.6 Licensing Procedure

All applicants for a new driver's licence must report to the office of the Regie for a vision, written and on-road test. If there is any question about physical ability to drive, the applicant may be required to go to a doctor for a Driver's Medical Examination. The report is sent to the Medical Committee of the Regie, who decides if a driver's licence will be issued or if the applicant is recommended to a rehabilitation agency for further evaluation. After evaluation at the rehabilitation centre and by a driving school, an occupational therapist conducts a training program and recommends adaptive equipment for the vehicle. The applicant will then be trained by the driving school and the rehabilitation centre does a final evaluation of the applicant and their new equipment before the individual reports back to the Medical Committee of the Regie. If the results of an on-road test are satisfactory, a driver's licence is issued.

The following restrictions may be indicated on a Quebec Driver's Licence:

A wearing corrective lenses
B no night driving
C wearing a hearing aid
D second outside mirror
E medical examination required every 6 months
F medical examination required every 12 months
G medical examination required at every renewal (2 years)
H vehicle weight not to exceed 5,500 kg
J automatic transmission only
K adaptive equipment on steering wheel
L power brakes
M not allowed to drive public vehicle
N wearing of safety harness required
O not allowed to drive emergency vehicle
P hand controls only
Q light controls by hand only
R accelerator pedal on left side
S subject to other medical conditions
T subject to other, non-medical conditions
V controls and equipment for handicapped.

Quebec drivers must, at the age of 70 and at two-year licence renewal intervals thereafter, present a medical report stating their physical condition as well as a report from their optometrist indicating vision capabilities.

3.10.7 Financial Assistance

In the province of Quebec the following financial assistance is available:

* La commission de la sante et de la securite au travail du Quebec (Workers' Compensation Board) provides assistance to drivers who are disabled as a result of injuries sustained on the job;
* La regie de l'assurance automobile du Quebec provides no-fault insurance coverage;
* L'office des personnes handicapees du Quebec (OPHQ) provides financial help to disabled drivers who do not qualify under the first two sources. They also assist persons which such conditions as stroke, arthritis, congenital defects or sports-related injuries.

3.10.8 Problems and Constraints

There are a number of problems with the existing process:

* The availability of only two centres in the province presents waiting periods for individuals to be evaluated.
* The lack of updated technical equipment, standardized evaluation methods and interactive simulators also creates waiting periods.
* Drivers may not admit to disabilities. The two-year renewal by mail allows drivers whose fitness to drive has diminished to keep driving. The lack of knowledge of the available programs may be a factor in the concealment of disabilities.

3.11 SASKATCHEWAN

3.11.1 Licensing Agency Requirements

Effective January, 1989, the examining of driver's licence applicants and the issuing of driver's licences has been assigned to the Motor Vehicle Division of SaskAuto, a new crown corporation operating under the authority of the Vehicle Administration Act. Traffic regulation and enforcement is administered by the Highway Traffic Board under the authority of the Highway Traffic Act.

SaskAuto administers both the licensing requirements of the Highway Traffic Act and the Province's compulsory automobile insurance programs under the Vehicle Administration Act. SaskAuto has specially trained Driver Examiners who evaluate elderly and disabled drivers in licensing offices throughout the Province. A "Certificate of Medical Review" is required from drivers with disabilities. The Driver Examiners may request such a certificate at their discretion. Driver's licences may be issued with restrictions on usage depending upon the findings of the Driver Examiners.

A unique licence plate is available to disabled drivers who own their own motor vehicles to provide identification for access to parking spaces designated for use by disabled persons.

3.11.2 Initiation of Driver Evaluations

First-time driver applicants may be referred for a medical examination when applying for a Learner's Licence. This may result in a subsequent referral to the Saskatchewan Abilities Council (SAC) for assessment and training.

Existing and first-time drivers may be referred for an assessment by one of the following:

* a Provincial Driver Examiner;
* a physician or hospital;
* a driving school.

Physical fitness to drive can be assessed by occupational therapists during a hospital rehabilitation period. A physician may then refer the individual to SAC for assessment. During the on-road assessment by the Special Instructor, an occupational therapist may observe the process from the rear seat of the training vehicle.

3.11.3 Legal Responsibilities

In Saskatchewan, the legal responsibility for fitness to drive a motor vehicle rests with the individual. Driver's licences are renewed annually, often by mail, and the applicant does not have to appear in person at the time of renewal. There is no requirement for reporting by a physician.

3.11.4 Suspension and Appeals

A Driver Licence Review Committee has been established by the Provincial Government to hear appeals from persons refused driver's licences. If not satisfied with the decision of the Driver Licence Review Committee, the applicant can appeal to the Highway Traffic Board. The Disabled Persons Parking Review Committee assesses eligibility for special licence plates and placards which are required for the use of reserved parking areas.

3.11.5 The Driver Evaluation Process

The Saskatchewan Abilities Council (SAC) is the only non-government organization providing driver training for first-time applicants with disabilities and for existing drivers with disabilities on a province-wide basis. Their service is directed towards individuals with physical disabilities who require some type of mechanical device to safely operate a motor vehicle such as hand controls for brake and gas, left foot accelerator extension, various steering assists, etc. Referrals are made to the SAC Driver Training Program from sources such as Social Services, School Boards, Workers' Compensation Board, Canadian Paraplegic Association, Department of Indian Affairs, and Hospitals.

Applicants are required to provide information regarding their disability, length of time of their disability, how it was incurred i.e. congenital or type of accident, and their ultimate objective regarding their in-car training.

An in-car assessment, one hour in duration, is provided in a specially-equipped vehicle to determine the number of hours required to attempt to reach their desired objective, as well as possible aids and assists necessary for the individual to safely operate the motor vehicle which they will be driving.

First-time licence applicants must be in possession of a valid Learner's Licence (Class 7). Certified in-car instruction is then provided giving the student opportunity to develop and demonstrate skills necessary to satisfy legislated driving standards. Regular road tests are then administered at the Saskatchewan Highway Traffic Board.

Individuals applying for the rehabilitation program must be in possession of a valid Class 5 Operator's Licence. Certified instruction is provided and a road test may be set up with a Driver Counsellor from the Saskatchewan Highway Traffic Board for a one-hour road test. This test is used to test driving etiquette as well as demonstrated skills necessary to satisfy legislated driving standards. A report on the student's progress is written on completion of the program (and may be forwarded to the funding agency and student upon request).

Basic driving aids or duplicates may be purchased from the Saskatchewan Abilities Council's "Aids to Daily Living Department".

3.11.6 Financial Assistance

Driver training fees at SAC are kept at commercial levels. Funding arrangements must be made prior to participation in the Driver Training Program and are the responsibility of the referring agency or the student. Generally speaking, this fee is covered for the required amount of hours by either the sponsoring agency or through the Vocational Rehabilitation for Disabled Persons Agreement (VRDPA).

The most common sources of funding include:

* SGI;
* Worker's Compensation Board;
* Distinguished Veteran's Association (DVA);
* Vocational Rehabilitation for Disabled Persons (using provincial and federal resources).

3.11.7 Problems and Constraints

In 1978, the Saskatchewan Highway Traffic Board initiated programs to allow Driver Counsellors to make "house calls" to provide assistance and personal instruction to disabled drivers. This program was particularly helpful to disabled drivers in rural

areas. The program was discontinued when found to be too costly and time consuming due to the number of call-backs when applicants were unprepared, missed appointments and re-testing was required. Driver Counsellors are now available only in major cities.

Other problems noted include:

* lack of guidelines for testing of persons following head injuries and strokes;
* delays in processing of applicant data so that a road test may be taken while the applicant is available; this is particularly burdensome on rural residents who may have successfully completed their rehabilitation and driver training, but must return at a later date for the road test before being granted a driver's licence;
* funding for persons not referred under existing programs;
* persons with disabilities are not automatically given a supplementary insurance form.

3.12 YUKON TERRITORY

Driver's licences are issues by the Registrar of Motor Vehicles. A Driver Examination Section has reportedly conducted road tests for persons using driving aids or with disabilities. A medical is required every two years from age 70.

No special driver training programs are available for drivers with disabilities.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 CONCLUSIONS

The review has indicated that there appear to be no discriminatory measures used by provincial and territorial licensing agencies at either the renewal or first time application for driver's licences by elderly and disabled individuals. In several provinces there is a good cooperative effort between the licensing motor vehicle agency, the medical community, the rehabilitation agency and the driver educators.

Most provincial licensing agency representatives felt that the existing procedures fulfilled their requirements adequately. Some would favour a re-examination of drivers at a certain age, but did not have data to substantiate their suggestion. However, the agencies also know that a number of drivers slip through the licensing system who have diminished vision, hearing, reaction-time or other non-visible deficiencies which are not easily detected. Some of these problems become apparent only when a driver is involved in an accident or is reported to be a problem by someone else.

Funding for evaluation and training programs appears to be a serious problem in some jurisdictions. The lack of rehabilitation programs outside of the major cities is also mainly due to funding constraints.

The responses from rehabilitation agencies have shown that there is ample room for the improvement of assessment and evaluation procedures. The lack of standards, technical equipment and interactive simulators often leads to long waiting periods even in large cities. In most provinces there are no mobile facilities for the evaluation and training of drivers with disabilities in rural areas.

4.2 RECOMMENDATIONS

Although this review indicated no apparent barriers within the licensing procedure, the authors feel that the picture is not quite complete. Two aspects should be investigated in future studies:

* What are the relationships between accident rates and elderly and disabled drivers, particularly drivers who do not acknowledge disabilities?
* What experience do elderly and disabled individuals have in regard to the present licensing procedures?

Recommendations from licensing agencies can be summed up as follows:

* introduce mandatory reporting of disabilities by physicians, where not already required;
* re-examine drivers at certain age for their perceptual, mental and physical capabilities.

The professional staff of many of the rehabilitation agencies contacted were of the opinion that they could provide a more efficient service, if the following improvements were made:

* provision of dual control adapted training vehicles;
* standardization of evaluation and training programs;
* provision of up-to-date technical equipment;
* provision of a comprehensive automobile simulator;
* the convening of an annual forum in which the service providers could share information on technology and programs;
* mobile evaluation units for rural areas, since there is usually a concentration of evaluation and training facilities only in large cities which often results in costly travel and long waiting periods.

The consultants are of the opinion that TDC could play an important role in the convening of a national forum of service providers to review technical needs with the twin objectives of greater standardization and consumer access.

APPENDICES

A Questionnaires

B Agency Contacts

APPENDIX A

TELEPHONE QUESTIONNAIRE FOR LICENSING AGENCIES

1. Which is your renewal period for drivers licences?

2. Is there a different period for elderly and disabled drivers?

3. Who detects a disability?

- licensing examiner _____
- physician _____
- hospitals, rehabilitation centre _____
- courts _____
- driving records/violations _____

4. Who is required to report a disability to the licensing agency by law?

5. Do you have specially trained examiners for elderly and disabled persons?

If not:
because no need exists _____
because no funds are available _____
other _____

6. If you re-examine for renewal, which tests do you perform?

- standard vision only _____
- night vision _____
- peripheral _____
- stereo _____
- depth perception _____
- left-right discrimination _____
- reaction time _____
- distraction _____
- judgements _____
- other _____

8. For the road test, do you use same criteria as for general public?

9. Do you certify vehicles with special equipment, e.g. hand controls?

10. Do you require certification from rehabilitation centre that the applicant took the rehabilitation training course?

11. Do you liase directly with rehabilitation centres for drivers' training and equipment referral?

12. Do you require certified equipment, e.g. CSA approved?

13. Are you using a vehicle simulator?

    If so, which type?

14. Are you using a driver assessment simulator?

    If so, which type?

15. Do you have an awareness program to encourage elderly and disabled drivers for re-examination or improvement courses?

16. Do you keep records on age groups and/or disabilities?

17. Which are your recommendations to improve present procedures?

TELEPHONE QUESTIONNAIRE FOR REHABILITATION CENTRE

1. Who refers disabled or elderly drivers to you?

   - licensing agency _____
   - physician, hospital _____
   - driving school _____
   - driver comes on his/her own _____

2. Do you liase officially with licensing agency?

3. Who examines the disabled?

   - therapist _____
   - physician _____

4. Who trains/educates the disabled for driving?

   - special instructor _____
   - therapist _____

5. Do you provide class and vehicle training?

6. Do you recommend equipment?

7. Do you train the disabled in his/her own car or do you have a special vehicle for this purpose?

8. Who pays for training and instruction cost?

9. Who provides funding if the disabled person is unable to pay?

10. Are you aware of any special insurance rate which applies for elderly and disabled drivers?

11. Do you keep records of data regarding age groups and driving capabilities?

If not, because: no need _____
no funds _____

12. Which are your own recommendations to improve present procedures?

APPENDIX B

PROVINCIAL AGENCIES

1. ALBERTA

Government Ministry or Department:

Department of the Solicitor General

Licensing Agency:

Registrar of Motor Vehicles, Licensing Branch
Motor Vehicles Division
Alberta Solicitor General
10365 - 97 Street
Edmonton, Alberta T5J 3W7
Telephone: (403) 427-8241

Contact:

Mr. J. M. Farmer, Director
Driver Management

Rehabilitation Agency:

Driver Education Programme
Occupational Therapy Dept.
Glenrose Rehabilitation Hospital
10230 - 111 Avenue
Edmonton, Alberta T5G 0B7
Telephone: (403) 471-2262

Contact:

Ms Beverley Ledieu
Driving Instructor

Driving Schools:

Alberta Motor Association
4700 - 17 Avenue SW
Calgary, Alberta T5E 0E2

Full Circle Driving Academy
4524 - 72 Street NW
Calgary, Alberta T3B 2L3

Handicapped Driving School Society of Canada
10555 - 97 Street
Edmonton, Alberta T5H 2L4
Attention: F. De Sampio

2. BRITISH COLUMBIA

Government Ministry or Department:

Ministry of the Solicitor General

Licensing Agency:

Superintendent of Motor Vehicles
Motor Vehicle Department
Driver Licence Division
Victoria, B.C. V8T 5A3

Contact:

Mr. P. K. (Keith) Jackman
Superintendent of Motor Vehicles
Ministry of the Solicitor General
Parliament Buildings
Victoria, B.C. V8V 1X4
Telephone: (604) 387-6911

Rehabilitation Agency: (Vancouver)

G.F. Strong Rehabilitation Centre
4255 Laurel Street
Vancouver, B.C. V5Z 2G9
Telephone: (604) 734-1313

Contact:

Larry Bowen
Co-ordinator, Driver Education Program

Rehabilitation Agency: (Victoria)

Gorge Road Hospital
63 Gorge Road East
Victoria, B.C. V9A 1L2
Telephone: (604) 386-2464

Contact:

Ms Susan Iles or Ms Sarah Kellett
c/o Occupational Therapy Dept.

Driving Schools:

Future Driving School
Ken Beingessner
Telephone: (604) 290-5177 or (604) 321-2571

Young Drivers of Canada
Telephone: (604) 986-1084

Mobility Aids:

Labron Mobility Aids Ltd.
2 - 7920 River Road
Richmond, B.C. V6X 1X7

Contact:

John Labron
Telephone: (604) 270-1117

Insurance Agency:

Insurance Corporation of British Columbia
151 West Esplanade
North Vancouver, B.C. V7M 1A1

Contact:

Don Gilbert
Research Department
Telephone: (604) 661-6605

Financial Support Agencies:

Ministry of Advanced Education and Job Training
Telephone: (604) 660-7099

Kinsmen Rehabilitation Foundation of British Columbia
2256 West 12th Avenue
Vancouver, BC V6K 2N5
Telephone: (604) 736-8841

3. MANITOBA

Government Ministry or Department:

Department of Highways and Transportation

Licensing Agency:

The Registrar of Motor Vehicles, Division of Driver and Vehicle Licensing: The Highway Traffic Board sets all speed limits, pedestrian corridors and municipal highway weight limits, classifications and bridge restrictions, and administers traffic control devices.

Contact:

Mr. Brock E. MacMartin
Director of Highway Safety/Deputy Registrar
Manitoba Highways and Transportation
Driver and Vehicle Licencing
1075 Portage Avenue
Winnipeg, Manitoba R3G 0S1
Telephone: (204) 945-8195

Rehabilitation Agency:

Occupational Therapy Dept.
Health Sciences Centre
800 Sherbrook Street
Winnipeg, Manitoba R3A 1M4
Telephone: (204) 744-6511

Contact:

Ms Linda Johnson
Occupational Therapist

4. **NEW BRUNSWICK**

Government Ministry or Department:

Department of Transportation

Licensing Agency:

The Registrar, Motor Vehicle Branch
Department of Transportation
5th Floor, York Tower, Kings Place
P.O. Box 6
Fredericton, New Brunswick E3B 5H1
Telephone: (506) 453-2352

Contact:

Mr. Claude R. Cyr, C.D.E.
Supervisor, Drivers Section

Rehabilitation Agency:

Occupational Therapy Dept.
Forest Hill Rehabilitation Centre
18 Woodbridge Street
Fredericton, New Brunswick E3B 4R3
Telephone: (506) 458-8353 Ext. 49

Contact:

Ms Lise Bleau
Occupational Therapist

5. NEWFOUNDLAND AND LABRADOR

Government Ministry or Department:

Department of Transportation

Licensing Agency:

Motor Registration Division
Department of Transportation
Viking Building
Crosbie Road
St. John's, Newfoundland A1C 5T4
Telephone: (709) 576-2520

Contact:

Mr. G. S. Barbour
Deputy Registrar of Motor Vehicles

Rehabilitation Agency:

Occupational Therapy Department
General Hospital
Lennard A. Miller Centre
100 Forest Road
St. John's, Newfoundland A1A 1E5
Telephone: (709) 737-6791

Contact:

Ms Mary Manojlvich, O.T.

6. NORTHWEST TERRITORIES

Government Ministry or Department:

Department of Government Services

Licensing Agency:

Motor Vehicles Division
Northwest Territories Government Services
Box 1320
Yellowknife, NWT X1A 2L9
Telephone: (403) 873-7406

Contact:

Mr. Richard MacDonald
Director, Motor Vehicles

Rehabilitation Agency:

None. See Glenrose Centre under Alberta.

7. NOVA SCOTIA

Government Ministry or Department:

Department of Transportation and Communications

Licensing Agency:

The Registrar
Registry of Motor Vehicles
6061 Young Street
P.O. Box 1652
Halifax, Nova Scotia B3J 2Z3
Telephone: (902) 424-7549

Contact:

Mr. G. L. Allen, Deputy Registrar and
Director, Highway Safety

Rehabilitation Agency:

Occupational Therapy Dept.
Nova Scotia Rehabilitation Centre
1341 Summer Street
Halifax, Nova Scotia B3H 4K4
Telephone: (902) 422-1787 Ext. 126/127

Contact:

Ms Judith Brodie, O.T.

Driving Schools:

Halifax Driving School
P.O. Box 8861, Station "A"
Halifax, Nova Scotia B3K 5M5
Telephone: (902) 454-0672

8. ONTARIO

Government Ministry or Department:

Ministry of Transportation of Ontario

Licensing and Testing:

Ministry of Transportation of Ontario
1201 Wilson Avenue
Downsview, Ontario M3M 1J8

Contacts:

Mr. Robert W. Barnes
Coordinator
Transportation for Disabled Persons

Mr. Nizar F. Manji
Policy Officer
Operational Policy Development
Licensing and Control Branch

Mr. Harold Kivi
Executive Director
Transportation Regulations Operations Branch

Mr. Peter Wylie
Safety Policy Officer
Safety, Coordination and Development Office
Transportation Regulations Development Branch

Mr. Blake Forrest
Manager
Driver Improvement Branch

Rehabilitation Agency: (Toronto)

Hugh McMillan Medical Centre
350 Rumsey Road
Toronto, Ontario M4G 1R8
Telephone: (416) 425-6220 ext. 490

Contact:

Ms Margaret Young
Driver Education Programme

Rehabilitation Agency: (Ottawa)

Disabled Persons Community Resource Centre
1525 Carleton Avenue
Ottawa, Ontario K1Z 8R9
Telephone: (613) 724-5886

Contact:

Ms Posie Poushinsky
Director of Services

9. PRINCE EDWARD ISLAND

Government Ministry or Department:

Department of Transportation and Public Works

Licensing Agency:

Motor Vehicle Branch
Department of Transportation and Public Works
Jones Building
11 Kent Street
Box 2000
Charlottetown, Prince Edward Island C1A 7N8
Telephone: (902) 368-5225

Contact:

Mr. Wulf McDonald
Director, Motor Vehicle Branch

Rehabilitation Agency:

Occupational Therapy Dept.
Queen Elizabeth Hospital
Riverside Drive, P.O. Box 6600
Charlottetown, P.E.I. C1A 8T5
Telephone: (902) 566-6061

Contact:

Dr. Muzumdar
Director of Physical Medicine and Rehabilitation

10. QUEBEC

Government Ministry or Department:

Ministere des Transports
Place Hauteville
700, boul. St.-Cyrille est, 29e etage
Quebec, Quebec G1R 5H1
Telex: 051-3733
General Information: (418) 643-6864

Licensing and Insurance Agency:

Regie de l'assurance automobile du Quebec (RAAQ)
1134, chem. St.-Louis, 6e etage
Sillery, Quebec G1S 1E5
Telephone: (418) 643-5506

Contact:

Mr. Gerard Caron

Policy Planning Agency:

Direction Generale du Transport Terrestre des Personnes
1410, rue Stanley
Montreal, Quebec H3A 1P8

Contact:

Mr. Andre Descotaux
Directeur

Rehabilitation Agency: (Montreal)

Centre de rehabilitation
Constance-Lethbridge
7005 boul. de Maisonneuve West
Montreal, Quebec H4B 1T3
Telephone: (514) 487-1770

Contact:

Ms Isabelle Gelinas, O.T.

Driving Schools:

Ecole de Conduite technique Chateauguay
255 boul d'Anjou
Chateauguay, Quebec J6J 2R4
Telephone: (514) 691-0622

Ecole de Conduite Lachine Driving School
621 Notre Dame
Lachine, Quebec H8S 2B4
Telephone: (514) 637-7101

Ecole de Conduite LaSalle Driving School
405 Terrasse Newman
LaSalle, Quebec H8R 2Y9
Telephone: (514) 364-2415

Ecole de Conduite Roxboro Driving School
10445 Gouin West
Roxboro, Quebec H8Y 1W9
Telephone: (514) 683-3174

Ecole de Conduite Verdun Driving School
4012a Wellington
Verdun, Quebec H4G 1V3
Telephone: (514) 767-2000

11. SASKATCHEWAN

Government Ministry or Department:

SaskAuto

Licensing Agency:

Motor Vehicle Division
2260 - 11th Avenue
Regina, Saskatchewan S4P 2N7
Telephone: (306) 566-6175

Contact:

Mr. K. Schultz
Manager, Driver Control and Records

Rehabilitation Agency:

Occupational Therapy Dept.
University Hospital
Saskatoon, Sask. S7N 0X0
Telephone: (306) 244-2323

Driving Schools:

Saskatchewan Abilities Council
1410 Kilburn Avenue
Saskatoon, Sask. S7M 0J7
Telephone: (306) 653-1694

Contact:

Ms Elaine Manary
Driver Education

12. YUKON TERRITORY

Government Ministry or Department:

Department of Community and Transportation Services

Licensing Agency:

Motor Vehicle Section
Transport Services Branch
Government of Yukon
Box 2703
Whitehorse, Yukon Y1A 5C8

Contacts:

Mr. R. Z. Iwanicki
Manager, Transport Services Branch
Telephone: (403) 667-5811

Ms Lois Elliott
Driver Examiner
Telephone: (403) 667-5873

Mr. Fred Jennex
Deputy Registrat of Motor Vehicles
Telephone: (403) 667-5313

Rehabilitation Agency:

None